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American Railroad Journal.

New York, Saturday, December 27, 1873.

Perfection in the Art of Making Coffee.

On the adjoining page of our present issue will be found an advertisement of one of the most valuable inventions and useful articles in the culinary line that has been brought to our notice in a long time. We refer to the time-honored coffee pot, which has been so greatly improved of late, and placed in the market by the manufacturers named below.

The real merits of this invention as evidenced by the thousands a ready sold, together with the fact that the coffee pot contributes so largely to the comfort and happiness of the human family, induces us for the first time to depart from the venerable custom of noticing, editorially, only matters coming within the purview of a journal like ours.

The invention of the above improvement has shown that science can be usefully applied even in the construction of kitchen utensils to increase the sum of human happiness; and, in our opinion,

it is done with complete success in the present case.

In any other style of coffee pot, nearly one-half the strength of the berry is left unused in the grounds, while much of the aroma that renders a pure cup of coffee so delightful a beverage is carried off in steam. The mode of making coffee with these pots is as simple as it is useful, and a child of ten years can easily manage one of them.

This invention entirely revolutionizes the old style of boiling away the flavor of the coffee—in fact it enables us to retain every particle of strength and pour out for use as finely colored and fragrant a beverage as was ever sipped by the gods of ancient mythology. By the old style, as every one knows, a muddy unsettled and unsavory mess is usually served up and dignified with the name of coffee.

By the use of one of these articles, the expenses are reduced fully twenty five per cent—no straining or settling of the grounds is ever needed, and time and labor are saved. Those who have used them say they would not be without them again, even if obliged to send to Europe to obtain them; and we speak for ourselves, when we say, no person has yet partaken of a delicious cup of coffee, until he has drank one made in this manner.

We consider this ingenious device not only a perfect success, but a decided luxury and a household necessity, the low price and genuine merits of which will insure for it an immense demand.

We wish we had it in our power to bring the knowledge of this most useful invention home to every housekeeper in the country; and we are glad to know that the manufacturers are taking measures to do so, by the liberal use of printers ink and the employment of a corps of live agents, who, by the rapid sales this article must command, will also make a handsome thing of it.

We apprehend, also, that shrewd enterprising men of means will not be slow to recognize the well-known fact—and act upon it, too—that in small matters the largest and quickest returns are often found.

The offices of Messrs. DeWitt C. Brown & Co., sole manufacturers, as will be seen by their announcement, are located at No. 678 Broadway, N. Y.

Michigan Central and Great Western Railroads.

The serious falling off in the business of the Michigan Central Railroad (in common with all the trunk lines), occasioned by the financial crisis, is in a fair way to be recovered from. The earnings promised this fall to be greatly beyond precedent in the history of the road, and the prospect is that the December, January and February earnings will very nearly fulfill the expectations of the management formed in view of the very great improvements made in the condition of the road and its connecting lines.

By the addition of 26 miles of second track this year, the company now have 202 miles of double track out of the 284 miles of its main track between Chicago and Detroit. The entire road east of Jackson and west of Niles is double tracked, both tracks being entirely of steel, and of the old main line between Niles and Jackson about two-thirds has steel track.

On the Great Western Railway of Canada the entire main line is now laid with steel, as is the Glencoe Air ("Loop") Line. Of the 79 miles between Detroit and Glencoe, 51 miles now has double track, leaving but 28 miles of single track on the line. The company has increased its equipment both in rolling stock and motive power. The Michigan Central has added a good many new cars; the motive power was entirely inadequate by the addition of 48 engines last year. The arrangements for transfer at Detroit have been increased two fold by the addition of two new boats (making five in all), and of a second ferry slip on each side. Of the new boats one is larger than the old—carrying 18 loaded cars; the other carries 10 cars. The latter is finished, and the former will be in use early in January. The improvements to permanent way on the Michigan Central are already vindicating themselves in diminished maintenance and operating expenses, amounting already to about \$10,000 per month. Of this wholesome economy—in no sense secured at any sacrifice of the public interest and safety—the patrons of the road and the owners of its securities will be the first to realize the benefits in lower rates and increasing dividends.

The Cairo and Fulton Railroad bridge across the Arkansas river at Little Rock, was completed Sunday evening and on Monday several trains crossed.

Atlanta and Richmond Air Line Railroad.

The Baltimore Sun says it is authoritatively announced that the Pennsylvania Railroad Company has purchased from the "Southern Railway Security Company" its interest in the Atlanta and Richmond Air Line Railroad, for the sum of \$1,825,000. The purchase is made subject to the first mortgage, which amounts to about \$4,000,000. The cost of the road has been upwards of \$8,000,000. It is presumed that this transfer is made for the purpose of more satisfactorily working the connection with the Richmond and Danville and Baltimore and Potomac, and other lines under control of the Pennsylvania Railroad. The fact of the Atlanta road having passed under the control of the Pennsylvania corporation is considered advantageous to its first mortgage bond.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers.....	\$882,261 88	\$949,550 54
Freight.....	772,793 41	809,461 89
Express.....	12,299 84	9,292 88
Mail.....	80,555 23	82,378 23
Interest.....	9,618 54	9,545 00
Dividends.....	2,426 02	2,840 19
Dividends.....	2,505 00	8,040 00
Total.....	\$1,716,399 42	\$1,822,108 18
Expenses, viz:		
Repairs of road.....	\$95,528 35	\$140,859 79
Sleeper account.....	23,077 84	29,472 89
New iron rails.....	39,398 74	.....
New steel rails.....	29,298 29	104,702 31
Repairs and renewals of locomotives.....	88,891 15	90,147 86
Repairs and renewals of cars.....	171,189 55	125,928 93
New station houses, fixtures and repairs.....	142,753 88	107,592 07
New bridges and repairs.....	31,567 19	50,167 61
Fence account.....	10,823 94	8,235 66
Snow account.....	1,214 36	6,962 78
Gratuities & damages.....	8,040 76	18,381 46
Passenger department.....	153,762 16	192,945 65
Freight department.....	172,168 84	209,848 80
Wood and coal.....	114,886 69	140,007 33
Miscellaneous exps.....	22,986 42	30,455 55
Switch and gateways.....	32,205 81	39,711 28
Taxes, insurance, etc.....	79,812 15	88,516 73
Oil and waste.....	18,124 06	13,245 59
Telegraph expenses.....	975 38	1,275 30
Interest paid.....	.....	81,237 51
Total.....	\$1,251,052 59	\$1,425,003 08
Balance carried to income account.....	\$465,346 83	\$397,105 10
Add balance from previous year.....	427,922 38	22,182 49
Premium on bonds.....	.....	.....
Total.....	.....	\$847,209 97
From which deduct—		
Dividends paid May 15, and November 15, 1873, \$5 per share.....	395,000 00	.....
Balance to new account.....	452,209 97	.....

In submitting this, the thirty-eighth annual report of the directors of this corporation to its stockholders, the present board deem it a subject of well founded satisfaction and congratulation that they are able to characterize the past year, both in the condition of its affairs and the results of its operations, as one of signal prosperity. They regard it as especially fortunate that its large revenue during the year—the largest it has ever received—both from passengers and freight, and as well from its satisfactory connections as from its local traffic, has enabled them to make

the liberal but judicious and timely expenditures exhibited in the accounts of the treasurer, without diminishing the dividends to its stockholders. It will be seen that many of these expenditures have anticipated substantial supplies and improvements required for the future, and thereby enabled us to encounter with safety a less prosperous season, if the present depressed condition of the business of the country should continue for any length of time to affect injuriously its railroad interests.

The accompanying tables show the gross earnings for the year to have been \$1,822,108 18 Against those of the previous year (which up to that period was the largest amount of receipts of any year of its operation) 1,716,399 42

An excess over the year 1872 of \$105,708 76 The expenditures for the same period have been \$1,425,003 08

Against those of the former period of 1,251,052 59 Leaving a net income of \$597,105 10

Of which \$395,000 has constituted the dividend of ten per cent on its capital of \$3,950,000.

In examining the details of these accounts of the treasurer and the relation of gross earnings to operating current expenses, the stockholders will not fail to bear in mind what has escaped the notice of the authors of some recent criticisms on the mode of keeping railroad accounts; that the admirable system initiated by the former treasurer of this corporation, Mr. Tyler, and faithfully adhered to by the present treasurer, differs widely, and the directors think most favorably, from that which is practiced by many other railroad corporations. These tables show that upon the books of this company no construction account is indefinitely kept open, as a convenient receptacle for all expenditures which may be thought to exceed the legitimate expenses of the current year. They include as a part of the current operating expenses of the road the large amount paid for taxes, and all payments for interest, whether upon the funded or unfunded debts of the corporation—while for every judicious expenditure made to increase the efficiency of our operations and the convenience of the public, the money thus expended continues to enure to the stockholders in the increased value of their property and its greater capacity for future earnings; and, as has heretofore been suggested in these reports, while the maximum of dividends to the stockholders will probably be held by the Legislature not to exceed ten per cent per annum as a fair return from this species of quasi public property, and as the public is constantly demanding fresh facilities requiring a greatly increased expenditure, the system pursued by this corporation may fairly challenge criticism as the wisest and safest for the permanent interests of its stockholders.

With respect to the various items of expenditure during the past year, the directors would refer to the large increase of our labor account, as indicating the fidelity with which our superintendent and his subordinates have striven to keep up the character of the road-bed, its bridges and its equipment, to the high standard of excellence they have attained under their management. The last winter, according to the concurrent testimony of their managers, was extremely severe in its effects upon the railroads of New England. To this our road was no exception; but as the season for active business opened in the spring, this road was found in all these respects in a condition to meet satisfactorily all our requirements.

We have laid during the year fourteen miles of steel rails, making more than forty miles in all; and the directors are so well satisfied of the economy, notwithstanding the great increase of its cost, of steel over iron, that they propose to continue its use until the entire road shall be furnished with it, which will be accomplished at no distant day. When this change has been completed, a very large diminution will be observed in this hitherto formidable item of renewal and repair,

In respect to another of our annually recurring

subjects of expenditure, the promise heretofore made in former reports is now substantially fulfilled. We have built and completed during the year four new and commodious passenger station houses; one at the corner of Camden Street in Boston, called "Chickering's," it having been constructed as well for the convenience of the workmen in Chickering's Manufactory having their homes in the suburbs on the line of the railroad—as for that of the citizens of the South End—one at Forest Hills, one at Readville, and one at Attleboro, which was originally undertaken in conjunction with the Taunton Branch Railroad Company, but which is now the sole property of this corporation. These make up a total of fifteen new passenger station houses built within the last four years on the line of the road, all of them of a substantial and commodious character. With the completion of the new structure in Boston, which is progressing very satisfactorily, and which will doubtless be in condition to receive the stockholders at their next annual meeting, all considerable expenditures in this most important department will cease to be a tax upon the treasury for many years to come.

The repairs and renewals of bridges on the road have been more than usually extensive this year; while, on the other hand, by a timely and advantageous purchase of land at Dedham, encompassed with a private right of way, which compelled our maintenance at considerable expense of two of these structures, we have been able to discontinue them both, and save the annual expense of their maintenance, repairs and renewals altogether. The equipment of the road has not only been kept up to its customary high standard, but there have been such additions made to it, both in cars and locomotives, as probably to render it unnecessary to build or purchase a single new car or locomotive during the coming year. The multiplication of our trains—upon the urgent and persistent claims of local communities, the necessity or reasonableness of some of which may well be questioned—has required these unusual additions to the equipment; and when, as will appear by our report to the railroad commissioners, the following statistics of actual road operations constitute the record of the year's work, the large increase of our expenses will not be found to have been incurred without an adequate cause.

Our trains have run 114,308 miles more than in 1872. The excess in the number of passengers carried, over 1872, is 558,304.

The excess in the number of tons of freight carried, over 1872, is 61,842.

It will be obvious to every one examining these figures, that such an additional amount of work as they imply, involves a very large amount of additional expense for its performance—while it furnishes gratifying evidence of the substantial and unflinching sources of supply from which the business of the road is derived.

The most important steps taken by the directors, in view of the future interests and the present security of the corporation, have been in carrying into effect the votes of the stockholders, passed at the last annual meeting, in respect to the acquisition of the Stoughton Branch Railroad, and the securing of a controlling interest in such connecting roads as in their judgment the permanent interests of this corporation required.

In conformity with the provisions of an act passed by the legislature, having obtained by purchase all the capital stock of the Stoughton Branch already owned by us, the requisite action was had by both corporations to dissolve the Stoughton Branch Company as an independent organization, and to merge its franchise, stock and property of every description in this corporation, and make the road simply what it now is, a branch of the Boston and Providence Railroad.

Pursuant to the vote of the stockholders, before referred to, and under the authority of an act duly passed by the legislature, the directors entered upon negotiations which resulted in the purchase of a large controlling interest in the capital stock of the Providence, Warren and Bristol Railroad;

and the whole, substantially, of the Fall River, Warren and Providence Railroad. In the payment for these purchases the directors have not found it necessary to issue the whole amount of the bonds which were authorized by the stockholders—one half of that amount, or five hundred thousand dollars, being for the present found sufficient for our requirements—and the premium which was promptly offered and received on those that were issued, and which could readily have been obtained for the whole amount, showed in the most satisfactory manner the confidence of capitalists in the securities of the corporation.

The acquisition and control of these two railroads, both of which are now organized in the interest of this corporation, the directors believe would have warranted a much larger expenditure, and have been justified under much less hopeful indications of their future value as feeders to the main road, than the circumstances attending our negotiation for them required us to make. The one, a road of fourteen miles in length, running from Providence along the shores of Providence River and Narragansett Bay, and having the best water front, of large extent, in the always open harbor of Bristol, its southern terminus—the other connecting the city of Providence with the rapidly growing city of Fall River, the capital of the cotton manufacture of New England, and both, with their present inadequate facilities, doing a constantly increasing business, cannot, in the judgment of the directors, fail to prove ultimately remunerative to their owners, while their present control contributes essentially to the security and protection of our existing interests.

With this exhibit of the present condition of the road, and the affairs of the corporation, the directors would not attempt to disguise from the stockholders the fact, of which they are themselves fully conscious, that we have entered upon another year under circumstances which do not warrant the expectation of its furnishing an equally satisfactory record of our operations. While this report is in preparation the general business interests of the country are under a cloud, the density and duration of which no human foresight can measure or predict. But the elasticity with which the people of this country rise from occasional depression and disaster, which in this case, as in many that have preceded it, may prove to be but a needed storm to purify the atmosphere of the business world and establish its enterprises on a sounder basis, leads them to hope that, while the railroad interest must inevitably suffer with the other business of the country, it will not be long before it will be restored to its former activity and prosperity. In any event while it is a source of satisfaction to know that our provision for the future has placed us in a position of comparative strength and security, in which to encounter a less prosperous period, it will serve as an admonition to the managers of the road so to administer the trust confided to them by the stockholders as to do what is in their power, by exacting such a rigorous retrenchment and such strict fidelity on the part of all who are employed in the service of the corporation, as will maintain, so far as is practicable, the sound condition, both of its material and its financial affairs, which the corporation has hitherto enjoyed.

TRIAL BALANCE, Sept. 30, 1873.

Construction and equipment	\$3,949,915 15
Stoughton Branch	85,400 00
Mansfield and Framingham Railroad stock	15,000 00
Providence, Warren and Bristol Railroad stock	283,499 27
Fall River, Warren and Providence Railroad, stock, bonds and equipment	327,097 82
Real estate	201,579 78
Cash and cash funds	72,248 46
Improvement account	415,697 51
Materials on hand	239,166 04
Balances due from other roads, etc.	146,915 65

\$5,786,514 62

Capital stock	\$3,950,000 00
Seven per cent bonds due 1893	600,000 00
Notes payable	562,000 00
Unclaimed dividends	5,518 00
Dividend No. 74, due Nov. 15, 1873	197,600 00
Balances due to other roads, etc.	79,286 65
Income account	452,209 97

\$5,786,514 62

President.—John H. Clifford.
Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—B. B. Torrey.
Superintendent.—A. A. Folsom.

The Geneva Award.
The following is a copy of "An Act to authorize Marine Insurance Companies to declare extra dividends in certain cases," passed by the New York Legislature on the 24th of May, 1873:

SECTION 1. If any Marine Insurance Company, organized under the laws of this State, having paid a loss, shall receive a sum derived from the Geneva award, by way of reimbursement of that loss, it shall be lawful for such company to divide the net amount so received, after deducting the expenses and liabilities relating hereto, among the persons or parties who paid premiums and suffered by the payment of the original loss, or were prevented from receiving so much as they otherwise would have received by occasion of that loss, instead of dividing the same among the more recent scrip holders or dealers with such company; such division to be in the form of an extra dividend or extra dividends upon the plan contemplated by the charter of such company, subject to all just claims for debts and liabilities, and payable to the same persons or their representatives, and in like manner as the money from which the loss was originally paid would have been payable if the loss had not been borne by the company, and the action of the Board of Directors or Trustees, in ascertaining the amount and making such extra dividend or dividends, shall have the like force and effect as their action in making and declaring dividends under the charter.

SECTION 2. This act shall take effect immediately.

The necessity of the passage of this act has mainly been occasioned by the difficulties found by claimants on the Geneva award for return of war premiums in furnishing to a court the necessary proof of the amount paid. Usually the marine and war premiums were paid in one sum. What proportion belonged to each class of risks could only be determined by the insurance company to which it was paid; and again, as the award was made to reimburse the sufferers by the acts of three of the cruisers only, it would involve a question as to what proportion of the war premium was applicable to those vessels. Investigation of this subject by New York merchants has brought to light these and other difficulties, and satisfied them that with the provisions of this act their interests and those of the insurance companies are made identical, and, by union of action in efforts to obtain distribution of the award, an embarrassment will be avoided which endangers the delay of its benefits to the sufferers for an indefinite time.

The consolidation of the Petersburg Railroad Company and the Richmond and Petersburg Railroad Company was dissolved by mutual consent at the meeting of the directors of the former road. Mr. Ragland resigned the presidency, and Mr. Fred R. Scott, formerly of Petersburg was elected to the office.

Cumberland Canal Trade.
A letter to the *Baltimore Sun*, dated Cumberland, Md., Dec. 18, 1873, says that the shipments of Cumberland coal for the week ending December 13, 1873, amounted to 28,089 tons, 13 cwt., an increase over the corresponding week of last year of 16,581 tons, 1 cwt. For the year to that date 2,513,177 tons, 11 cwt. were shipped, showing an increase over the same period in 1872 of 835,134 tons, 3 cwt. Increase in railroad shipments 382,540 tons, 10 cwt.; decrease in canal shipments 37,406 tons, 13 cwt. The shipments of coal by canal closed Tuesday for the season of 1873. Total shipments in 1873, 779,868 tons, 11 cwt. Compared with the shipments of 1872 this is a decrease of 36,286 tons, 12 cwt. This is easily accounted for by last spring's strike of the boatmen, and the numerous breaks in the canal during the season. The railroad shipments this year will show an increase of more than 35,000 tons over those of 1872, leaving a net gain for 1873 of perhaps 420,000 tons.

Finances of Washington Co., Md.
Washington County, Maryland, being an indorser on \$300,000 of the bonds of the Western Maryland Railroad Co., it may be of interest to learn something of its financial condition. The following is a synopsis of a report recently made by an examining committee.

Floating debt—assets due county available to meet expenses up to June 1, 1874, \$137,674 98; entire indebtedness other than bonded, \$132,420 58; balance in treasury after available taxes collected, \$5,254 40.

Bonded assets, and debt—the county holds bonds, stocks, and coupons estimated at par value, \$429,077 50; bonded debt, \$414,550. The county is paying regular interest on \$300,000 of Western Maryland bonds, indorsed by the county. Exact cost of new court house, \$77,431 06.

Little Rock and Fort Smith Railroad.
This company has recently been re-organized in the interest of the New England capitalists who advanced the money to build the road, and a new life has been infused into the company with every assurance of its early completion to Ft. Smith.

The following is a list of the new officers and directors of the company: Hon. Thos. M. Bowen, President; E. L. Adams, Treasurer; John Stoddard, Assistant Treasurer; Henry Cooper, Secretary; N. S. Howe, Land Agent; Asa P. Robinson, Chief Engineer; D. T. W. Yonley, Attorney; S. B. Beaumont, Superintendent. Hon. Thos. M. Bowen, Elisha Atkins, N. S. Howe, D. B. Sicksels, O. A. Hadley, Henry Page, D. T. W. Yonley, John Stoddard, W. S. Oliver, Directors.

The *Pittsburg Commercial*, of 17th Inst., says that "from all parts of the State come cheering reports in regard to the revival of business. Mills, which suspended operations during the earlier days of the financial troubles are resuming work, giving employment to large numbers of men, and putting much money into circulation. The prospects are that by the first of the new year nearly, if not quite all, the great industrial establishments of the Commonwealth will be at work, with orders enough on hand to insure continuance."

The work of putting Miller platforms on all the passenger cars on the Worcester and Nashua road has been begun.

United States Supreme Court.

THE UNION PACIFIC RAILROAD TAXABLE BY THE

STATES.

Union Pacific Railroad vs. Peniston, Treasurer

of Lincoln county, Nebraska. Appeal from the

Circuit Court of Nebraska. The question in this

case was whether the Pacific Railroad Company

is such an instrumentality of the government as

exempts it from State taxation under the Federal

Constitution. In delivering the opinion of the

court, Mr. Justice Strong says:

The taxing power of a State is one of its attributes

of sovereignty; that it exists, independently of

the Constitution of the United States, and unde-

rived from that instrument; and that it may be

exercised to an unlimited extent upon all prop-

erty, trades, business and associations existing or

carried on within the territorial boundaries of the

State, except as far as it has been surrendered to

the Federal Government, either expressly or by

necessary implication; are propositions that have

often been asserted by this court; and in thus ac-

knowledging the extent of the power to tax be-

longing to the States, the court had declared

that it is indispensable to their continued exis-

tence. No one ever doubted that before the

adoption of the Constitution of the United States

each of the States possessed unlimited power to

tax, either directly or indirectly, all persons and

property within their jurisdiction alike, by taxes

on polls or by duties on internal production, man-

ufacture or use, except so far as such taxation was

inconsistent with certain treaties which had been

made; and the Constitution contains no express

restriction of this power other than a prohibition

to lay any duty of tonnage or any import duty

on imports or exports, except what may be abso-

lutely necessary for exercising the State's inspec-

tion laws, as was said in *Lane county vs. Oregon*,

7 Wall. 71. In respect to property, business and

persons within their respective limits the power of

taxation of the States remained and remains en-

tire, notwithstanding the Constitution. It is in-

deed a concurrent power, concurrent with that of

the Federal Government; and in the case of a tax

upon the same subject by both Governments, the

claim of the United States as the superior author-

ity must be preferred; but with this qualification

it is absolute. The extent to which it shall be ex-

ercised, and the mode in which it shall be exercised,

are all equally within the discretion of the Legis-

latures to which the States commit the exercise

of the power. That discretion is restricted only

by the will of the people expressed in the State

Constitutions, or through elections, and by the

condition that it must not be so used as to burden

or embarrass the operations of the National Gov-

ernment. There is nothing in the Constitution

which contemplates or authorizes any direct

abridgement by national legislatures. To the ex-

tent just indicated, it is just as complete in the

States as the like power within the limits of the

Constitution is complete in Congress. Such are

the opinions we have expressed heretofore, and we

adhere to them. The tax in question is held not

to be too remote in its effects upon the efficient ex-

ercise of the Federal power to be for that reason

inhibited by the Constitution. To hold other-

wise, it is said, would be to deny to the States all

power to tax persons or property, for every tax

levied by a State withdraws from the reach of

Federal taxation a portion of the property from

which it is taken, and to that extent diminishes

the subject upon which Federal taxes may be laid.

Admitting fully that the company is an agent of

the general government, both military and postal,

the court says that it does not follow that its

property is exempt from State taxation. In

Thompson vs. The Union Pacific R. R. Com-

pany, 9 Wall. 579, it was held that the property

of the company was not exempt, though the road

was a part of the system of roads constructed

under the direction and authority of the United

States, and largely for the use and purpose of the

General Government. The court may in that case

have been the agents for the Government, precisely as

this, to the same extent and for the same purpose. It may be considered settled that no constitutional implications prohibit a State tax upon the property of an agent of the Government merely because it is the property of such an agent. A contrary doctrine would greatly embarrass States in the collection of their necessary revenues without any corresponding advantages to the United States. A very large proportion of the property within the States is employed in executions of the power of the Government. It belongs to the Government, agents, and it is not only used, but is necessary for their agencies. United States mails, troops and munitions of war are carried upon almost every railroad; telegraph lines are employed in the national service, so are steamboats, horses, stage coaches, wagons, foundries, shipyards and multitudes of manufacturing establishments. These are the property of national persons or corporations who are instruments or agents of the General Government, and they are the hands by which the objects of the Government are attained. Were they exempt, as here claimed, it is manifest the State Governments would be paralyzed. While it is of the utmost importance that all the powers vested by the Constitution in the General Government be preserved in full efficiency, and while recent events have called for the most unembarrassed exercise of these powers, it has been decided that State taxation of such property is implicitly prohibited. The decree below is affirmed.

Mr. Justice Bradley, dissenting, wrote a long opinion in which he held that if the road bed may be taxed, it may be seized and sold for non payment of taxes; seized and sold in part or parcels, separated by county or State lines, and thus the whole purpose of Congress in creating the corporation and establishing the line may be subverted and destroyed. In his judgment the tax laid in this case was an unconstitutional interference with instrumentalities created by the National Government in carrying out the objects and powers conferred upon it by the Constitution.

Mr. Justice Field concurred with Mr. Justice Bradley.

Mr. Justice Hunt dissented from the opinion of the court, but wrote no opinion.

Mr. Justice Swayne wrote an opinion concurring in the result reached by the majority of the court.

Western Maryland Railroad.

The Baltimore Sun in noticing the formal opening of this road from Baltimore to Williamsport, says:

The distance of the route from Baltimore to Williamsport is a trifle over ninety miles, and the line traverses Baltimore, Carroll, Frederick and Washington counties, in this State. By the completion of the route to Williamsport not only will the productions of the rich agricultural districts of Carroll and Washington counties be allowed increased facilities of transportation, but a new avenue will be opened from Baltimore to the extensive coal fields in and around Cumberland. The intention is to transport the coal from Cumberland to Williamsport by canal, and there transfer it to the cars of the Western Maryland Railroad for shipment to Baltimore. For this purpose large and extensive transfer machinery is being erected at Williamsport by the company. By this arrangement the vast amount of coal which goes by canal to Alexandria, Va., and from there to New York and Boston for various reasons will have a tendency to come to this market. The canal boats will find it more profitable to make short trips down to Williamsport, between where and Cumberland there are few locks, than to make trips to Alexandria, which distance has a much larger number of locks; while by the contemplated extension of the Baltimore city track to Canton, the Western Maryland Railroad will run coal trains through the tunnel to Canton, and supply the large mills and manufactories, as well as dump the coal convenient to large vessels without trans-

shipment from the cars. The company expect to be able to bring coal from Cumberland to Canton at a cost which will induce shippers to give precedence to the new route. The iron ore which now goes to Pennsylvania will no doubt also in part be brought to the Baltimore market in increased quantities. The newly completed route commences at Fulton station, and continues by way of Pimlico, in close proximity and parallel with the Reisterstown turnpike until within a mile of Owings's Mills, where it strikes the old route formerly used, running from the Relay House. The old track continues to Double Pipe Creek, a distance of forty-eight miles from Baltimore, from whence to Mechanicstown, eight miles, the track was laid about two years since, after the city's endorsement of the company's bonds. From Mechanicstown to Hagerstown and thence to Williamsport, a distance of thirty-four miles, the track which has just been completed lies. Outside of the commercial and business interest in the new route the city of Baltimore is interested financially by subscriptions of stock, indorsement of bonds and accrued interest to the extent of over \$3,000,000, or more than three fifths of the entire road. Washington county has indorsed \$300,000 bonds of the company.

Chesapeake and Ohio Canal.

At the regular quarterly meeting of this company held at Annapolis, Md., on the 16th inst., President Gorman read his report for the quarter ending November 30, showing the total revenues to have been \$189,479; expenditures \$62,912. In addition to the expenditures \$50,985 was paid on account of over due coupons on preferred bonds, making total payments \$114,899; and leaving a balance in the treasury of \$94,627. The coal tonnage for the quarter was 812,525 tons, an increase of 60,203 over the corresponding period of the year before.

The receipts for eighteen months ending November 30, were \$876,688; disbursements \$795,975.

The president, in his report, says that the trade of the canal must continue to increase, and that it cannot be doubted that the time is near at hand when all of the preferred debts of the company shall be liquidated and the just expectations of its stockholders realized.

The Governor read a communication from John S. Gittings and others asking that the directors of the canal be ordered to pay to the holders of the preferred bonds another coupon.

After some discussion on the communication a resolution was ordered to be prepared to express the views of the stockholders on the subject. During the preparation of the resolution Mr. Gorman stated that the directors did not feel that with safety they could pay another coupon this year, as the expenses of the company were about \$20,000 per month, and there are no revenues of any account coming into the treasury during the winter, and the sum on hand now is not larger than that usually on hand at this time. In 1871 Mr. Clark had on hand over \$100,000.

The committee reported the following resolution, which was unanimously adopted:

Resolved, That the secretary of the meeting be requested to acknowledge the receipt of the communication just read, and to say that it will be laid before the board of directors at their next meeting for their action, as in their judgment may be right and expedient; this meeting having entire confidence that the directors of the canal company will be actuated by a just regard to the real interests of the canal and the rights of the stockholders.

Redemption of the Loan of 1858.

The following circular will be read with interest by all holders of the bonds issued under the act of June 14, 1858, and which mature January 1, 1874:

WASHINGTON, December 18, 1873.

An Act to provide for the redemption of the loan of eighteen hundred and fifty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of redeeming the bonds issued under the act entitled "An act to authorize a loan not exceeding the sum of twenty millions of dollars," approved June fourteenth, eighteen hundred and fifty-eight, as amended March third, eighteen hundred and fifty-nine called the loan of eighteen hundred and fifty-eight it is hereby declared to be the pleasure of the United States to pay all the coupon bonds of said loan on the first day of January, eighteen hundred and seventy-four, at which date the interest thereon shall cease, and coin in the Treasury sufficient to redeem said coupon bonds is hereby appropriated for that purpose.

Sec. 2. That the Secretary of the Treasury may issue an equal amount, at par of principal and interest, of five per centum bonds of the funded loan under the act for refunding the national debt, approved July fourteenth, eighteen hundred and seventy, and the act amendatory thereof, approved January twentieth, eighteen hundred and seventy-one, for any of the bonds of the loan of eighteen hundred and fifty-eight, which the holders thereof may, on or before February first, eighteen hundred and seventy-four, elect to exchange for the five per centum bonds of the said funded loan, with interest from said January first: *Provided*, That no commissions or allowances whatever shall be paid for the exchange of bonds hereby authorized, and no interest shall be allowed on the new bonds for any time for which interest is paid on the bonds exchanged.

Approved December 17, 1873.

In accordance with the provisions of the foregoing act, holders of registered or coupon bonds of the above loan may exchange them on or before February 1, 1874, for new five per cent bonds of the funded loan, par for par.

Interest on the coupon bonds will cease January 1, 1874, except that upon those which may be exchanged on or before February 1, 1874, interest will be allowed up to that date, as the law provides.

Upon all new ones issued in exchange interest will begin to run February 1, 1874, and all interest due up to that date will be paid at the time of exchange, without rebate.

No exchanges can be made after February 1, 1874. All coupon bonds not exchanged on or before that date will be paid in coin, with interest to January 1, 1874, when the interest will cease to run.

United States securities of above mentioned loan forwarded for redemption or exchange should be addressed to the "Loan Division, Secretary's Office," and should be assigned to "the Secretary of the Treasury for redemption."

WM. A. RICHARDSON, Secretary.

A bill is now pending before the Legislature of North Carolina, providing for a consolidation of the North Carolina, Western North Carolina and Atlantic and North Carolina Companies. The two latter companies are to be merged in the North Carolina, and that company is to have authority to issue bonds for \$13,000 per mile on the whole line, and to issue stock equal to the cost of the road.

Railroads in South America.

The locomotive is gradually extending its sphere of operations in South America. The Argentine Congress has almost unanimously assented to a petition preferred by Mr. Mariano Billinghurst, to the effect that a guarantee of 7 per cent should be granted in aid of a line from Buenos Ayres to Rosario, of which he has obtained a concession. The guarantee is to extend to a capital calculated on the basis of 6,400l. per mile. A branch to Rojas is not included in the guarantee, but it extends to the Zarate, the Baradero, and the San Pedro branches, which are altogether 152 miles in length, the length of the main line from Buenos Ayres to Rosario being 186 miles. The Rojas branch, which is omitted from the guarantee, is of rather considerable extent, being 90 miles in length. The concessionaire will endeavor to raise the necessary capital for the construction of the main line and branches—about 3,000,000l. sterling—in Great Britain. The line will traverse all the richest sheep farming districts in the Argentine Republic, and will connect two of the principal towns. The Argentine Congress has also sanctioned a great project matured by Senor San Roman for the construction of a line over the Andes to unite Rioja with the Copiapo line in Chili. Legislative approval has further been given for the construction of a proposed line across the Lower Chaco from the province of Santa Fe to Santiago del Estero.

Advices from Chili state that a bill has passed the House of Deputies of that Republic empowering Messrs. Delano, Murphy, and Marks to make a line from Concepcion to Coronel. The Aranco Coal Company has also been authorized to construct a line from its mines to the ports of Triano and Tranco.

As regards Brazil, it may be noted that the northern line from San Paulo to Cachoeira—where a junction will be effected with the southern branch of the Dom Pedro Segundo—will be 140½ miles in length.

Great construction activity is displayed at and about Monte Video, the capital of Uruguay. Messrs. Waring Brothers have been exhibiting their usual energy in the construction of the Durazno line, and at a recent date their were nine vessels at Monte Video unloaded material for the line, while three others were daily expected. Among the material sent out may be mentioned five locomotives.—*London Railway Times.*

Prismoid, or One Track Railway.

The Philadelphia Ledger, of November 26, says that there has just been completed at the machine shop of Lafferty & Bros., Gloucester City, N. J., a four-ton locomotive, destined to run on one rail. It is built for a street railroad company in Georgia. This engine can with propriety be called a steam velocipede, as it rests upon two wheels, one following the other. The rail or track upon which it is to run, a sample of which is laid in the yard of the builders, is styled a "Prismoid, or one track railway," and is composed of several thicknesses of plank, built up in the style of an inverted keel of a vessel, with a flat rail on the apex. Upon a trial a speed of about twelve miles an hour was attained, and the inventor and patentee claims that the speed can be almost doubled on a lengthened track. Mr. E. Crew, of Opelika, Ga., is the inventor and patentee of both tracks and engines, and he claims that his inventions demonstrate a tractive power superior to anything in the locomotive line of equal weight. The capacity of running curves is very much greater than the two rail system. The track upon which the rail was laid contained thirty six feet of lumber and eighteen pounds of iron to the lineal foot, proving itself equal to the span of twenty feet, remaining firm and unyielding under the pressure of the engine as it

traversed the road. The revolving flanges attached to the engine, and which ran on the outside of each wheel, Mr. Crew claims, absolutely lock the rolling stock to the prism, and obviate the necessity of so much heavy rolling stock in light traffic at high rate of speed. It is also claimed that a prismoid railway built with a base of fourteen inches, angles forty-five degrees, can be built at a cost of \$8,000 per mile. The inventor is of opinion that his engine and track is particularly adapted to the propelling of canal boats and will compete successfully with horse power on canals without necessarily interfering with the use of the latter, but he does not state in what way. The engine will shortly be shipped to its destination (Atlanta, Ga.) where it goes into operation on a street railroad built at an elevation of twelve feet above the sidewalk.

Copper and Iron Trade of Lake Superior.

The Portage Lake Mining Gazette publishes the following statement of the products of Lake Superior copper for the year 1873:

	Tons.	Lbs.
Products of Portage Lake district.	15,194	1,420
" Keweenaw Point district.	2,784	1,908
" Ontonagon district....	537	1,117

Total product.....18,515 4,440

Equal to about 14,500 tons of ingot copper; being the largest amount of copper ever obtained from these districts in any one year.

The Marquette Mining Journal makes the following exhibit for 1873:

Total tons iron ore.....	526,264
Total tons pig iron.....	25,997

Grand Total.....552,261

The shipments from Escanaba during the season of 1873 were 479,712 gross tons of iron ore, and 9,248 tons of pig iron. Grand total, 488,960 tons. And from L'Anse, 60,893 tons of iron ore.

Chesapeake and Ohio Railroad.

A meeting of gentlemen representing various classes of indebtedness of this company was held in Baltimore on the 15th inst., Mr. C. P. Huntington, the president, in the chair. The proposition made by the company to the bondholders some time since of funding the floating debt, which is now more than \$8,000,000, and a portion of the interest on its mortgage debt, in income bonds, to be paid out of the net earnings of the road, was freely discussed. The agreement generally acceded to was that holders of the company's notes secured by six per cent bonds take bonds held as collaterals and fund their interest and that holders of notes secured by seven per cent bonds surrender the bonds and take income bonds at eighty-five to the amount of their notes. The president announced that about \$12,000,000 of the entire debt had come into this agreement, and felt assured that could the arrangement be made universal the road, which before the panic had more business than its rolling stock allowed, and had contracted for fifty four new locomotives, the line being now completed from Huntington to Richmond, a distance of four hundred and twenty miles, would not only be placed on a firm basis, but the work on the extension to Louisville would be enabled to commence immediately. He further stated that he himself, as the largest creditor of the company, felt confident that if relieved from immediate demands in the mode proposed the company would be able to meet all of its obligations. He closed with the statement that of \$1,600,000, the amount necessary to complete the road bed to Louisville, \$1,300,000, had been subscribed, and the eighty-six miles of iron could be paid for out of first mortgage bonds to be issued hereafter.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,025	81,156	95,328	121,702	174,512	181,297	200,550	212,109	128,156	76,871	1,470,683
1868.....	64,463	86,937	81,396	96,451	106,835	164,729	256,590	251,882	292,770	293,422	286,562	342,743	2,900,707
1869.....	212,604	218,982	291,308	486,048	568,270	568,080	632,487	511,864	609,788	679,642	635,288	467,659	5,670,882
1870.....	413,104	394,176	488,332	683,768	788,720	729,274	783,100	807,816	757,184	823,447	777,613	688,062	7,965,116
1871.....	436,499	485,490	614,447	730,929	692,341	795,176	869,297	1,006,373	996,922	981,008	907,234	672,588	9,467,072
1872.....	562,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,571,629	1,254,489	1,285,567	1,299,900	1,007,125	12,900,126
1873.....	662,890	691,015	974,460	1,132,920	1,356,378	1,318,790	1,311,765	1,258,600	1,292,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	399,102	330,160	3,892,861
1868.....	276,117	276,140	267,094	279,121	303,342	324,504	404,012	558,101	486,190	503,746	409,650	361,701	4,608,643
1869.....	343,182	315,069	388,727	328,390	345,933	402,854	351,045	438,232	506,623	468,212	397,515	340,851	4,981,463
1870.....	281,109	316,087	342,897	348,039	408,086	408,650	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	634,163	607,617	475,227	455,607	377,687	5,178,910
1872.....	371,708	332,902	373,217	379,879	409,264	419,196	488,352	569,882	497,261	540,756	431,315	352,604	5,166,323
1873.....	352,508	402,477	424,614	412,318	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1867.....	.....	.....	.....	.....	.....	566,100	281,324	296,169	473,185	551,122	455,945	407,088	2,811,544
1868.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	619,306	669,608	729,769	716,378	563,400	6,114,566
1869.....	541,005	482,164	499,290	468,558	585,923	747,942	702,691	767,508	946,707	932,683	754,471	647,942	7,975,436
1870.....	525,566	399,917	525,846	637,519	858,948	925,983	808,524	797,475	1,000,096	1,200,216	1,010,892	712,359	9,296,436
1871.....	696,147	574,694	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,630	879,900	11,632,739
1872.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,607,479	1,570,067	1,107,084	1,001,987	13,284,471
1873.....	892,093	830,287	1,142,166	1,112,190	1,288,444	1,251,951	1,157,056	1,037,974	1,306,673	1,271,780	1,140,145	845,708	13,556,467
1874.....	706,025	758,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,250,282	1,306,388	1,037,964	773,494	12,203,403
1875.....	655,423	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,231,574	1,047,318	1,006,235	882,422	11,008,217
1876.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,308,394	1,433,948	1,067,387	856,790	12,272,645
1877.....	752,468	765,249	967,253	1,034,723	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,093,300	.....	.....
Cleveland, Col. Cln. and Indianapolis:													
1867.....	242,205	236,160	242,509	236,435	198,960	203,606	218,347	271,425	287,451	293,296	262,796	230,061	2,918,340
1868.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	2,908,950
1869.....	208,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,186	3,273,719
1870.....	270,204	278,751	315,149	295,460	281,491	288,775	314,550	360,750	374,671	338,723	340,625	317,773	3,765,343
1871.....	340,791	320,022	372,974	381,113	373,619	341,104	326,298	401,252	417,328	439,681	389,880	358,743	4,472,625
1872.....	358,612	408,849	465,517	432,928	394,486	340,675	351,576	426,283	432,139	406,922	311,935	.....	.....
1873.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,075	1,864,554	1,794,397	1,604,651	1,483,454	1,417,211	17,398,327
1874.....	1,332,994	1,294,076	1,460,174	1,548,513	1,775,324	1,468,961	1,660,023	1,526,243	1,643,464	1,743,752	1,704,374	1,392,616	18,694,066
1875.....	1,316,831	1,329,422	1,515,382	1,541,968	1,764,821	1,717,593	1,686,384	1,774,570	1,918,247	1,892,421	1,560,023	.....	.....
Illinois Central:													
1867.....	647,120	524,871	417,071	440,271	477,027	516,403	525,242	709,327	733,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,418	518,800	572,551	626,249	549,714	794,325	889,987	931,630	857,401	681,041	7,917,629
1869.....	595,138	524,693	709,645	568,282	640,975	778,261	696,228	841,368	970,401	914,408	814,413	696,677	8,823,481
1870.....	628,383	661,789	601,226	655,087	684,539	712,647	627,216	899,052	901,236	903,225	811,708	697,751	8,763,958
1871.....	624,744	529,617	568,593	626,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,436	531,627	675,393	559,571	648,953	659,383	609,846	783,255	744,782	851,693	766,475	698,063	8,026,764
1873.....	680,499	582,940	651,962	544,035	687,630	724,983	612,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1867.....	133,673	152,264	297,411	303,915	306,944	266,086	282,723	332,555	364,446	387,999	303,305	210,197	3,321,518
1868.....	189,606	191,738	300,783	322,875	341,843	322,359	329,858	357,302	349,468	449,418	314,513	223,240	3,063,183
1869.....	150,567	194,786	300,719	362,300	332,764	312,614	328,231	328,189	333,785	392,510	265,217	.....	.....
1870.....	1,082,595	1,076,112	1,512,617	1,217,339	1,190,933	1,140,916	1,150,847	1,295,569	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1871.....	1,339,389	1,291,710	1,498,408	1,528,250	1,479,945	1,323,476	1,228,708	1,469,530	1,635,661	1,704,758	1,558,424	1,483,480	17,591,629
1872.....	1,412,368	1,549,256	1,736,730	1,694,643	1,680,963	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	.....	.....
Marietta and Cincinnati:													
1867.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1868.....	95,517	91,666	108,558	109,526	111,033	118,648	114,498	129,388	140,473	132,669	131,019	109,629	1,390,822
1869.....	90,177	98,276	101,379	106,246	110,213	111,117	111,127	118,407	132,999	153,531	144,023	141,376	1,418,869
1870.....	130,888	126,224	140,740	118,173	119,650	115,115	115,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1871.....	152,577	142,403	150,784	145,858	158,717	164,587	149,550	162,621	191,841	208,977	207,911	204,199	2,029,927
1872.....	170,023	162,565	180,467	190,562	185,683	185,963	181,563	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1867.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1868.....	387,992	329,123	384,451	412,050	403,283	365,187	326,891	378,880	467,990	511,447	453,973	387,827	4,755,953
1869.....	418,765	442,686	489,980	470,703	480,847	427,095	422,016	629,890	628,600	632,802	577,454	507,050	5,940,102
1870.....	411,113	384,053	449,435	455,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1871.....	379,830	440,261	507,314	565,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	369,228	321,303	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,646	556,917	468,880	6,517,646
1868.....	454,590	330,400	420,961	460,238	630,844	678,923	556,547	656,547	734,732	1,040,102	801,195	469,668	7,250,069
1869.....	356,171	382,823	377,671	433,132	730,700	765,757	636,434	661,029	868,318	908,313	791,014	529,758	7,420,421
1870.....	396,760	327,431	400,149	438,884	682,368	658,017	451,112	606,557	815,246	841,150	644,626	475,295	6,860,695
1871.....	400,986	387,565	426,223	474,183	580,452	594,769	488,448	565,729	811,961	950,945	702,586	518,787	6,967,771
1872.....	334,716	423,716	555,005	569,236	805,799	925,210	834,311	767,803	1,193,209	1,012,659	771,800	.....	.....
Pacific of Missouri:													
1867.....	104,112	207,302	294,302	278,247	284,273	249,249	184,411	262,515	306,613	329,243	298,768	271,207	3,184,232
1868.....	302,447	290,617	294,874	286,550	283,221	263,328	260,449	343,196	353				

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horse and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount out- standing.	Interest Payable.	Principal Payable.	Maturity Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Per Cent.	Per Cent.	Par.	Paid.	Market.					
Sept. 30, '72	8.04	114	40	Albany.....N.Y.	163,000	111,400	40,000		92,241	29,165	11	100	100		Albany:	40,000	7	J. & J.	1888	
Sept. 30, '72	1.04			Albany st. Freight (B'ton). Mass.	43,709	75,000			3,407	1,060		100	100		1st Mortgage.....	900,000	7	A. & O.	1896	
Oct. 31, '72	3.64	13	5	Allentown.....Pa.	33,425	36,000	5,000	5,000				100	100		Atlantic (B'lyn) Ave.....	160,000	7	M. & N.	1890	
Sept. 30, '72	23.00	440	78	Atlantic Avenue (B'lyn). N.Y.	1,010,000	650,000	450,000		133,634	24,250		100	100		Bleecker St. & Fulton Ferry.....	694,000	7	J. & D.	1880	
Sept. 30, '72	11.8	344	46	Avenue C (N. Y. City).....N.Y.	534,264	500,000	900,000	133,634	289,133	89,887		100	100		Broadway (Brooklyn).....	100,000	6	J. & D.	1882	
Sept. 30, '72	22.00	400	50	Bleek. st. & F.F. (N.Y.C.) N.Y.	1,777,048	900,000	694,000	4,000	308,071	60,728		100	100		1st Mortgage.....	100,000	6	J. & D.	1882	
Sept. 30, '72	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,853	6.5	50	50		Broadway and 7th Avenue.....	800,000	7	J. & J.	1884	
Sept. 30, '72	1.39			Boston & West Roxbury. Mass.	56,133	41,000			2,500	2,500		100	100		1st Mortgage.....	800,000	7	J. & J.	1884	
Sept. 30, '72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,000	200,000	100,000	12,361	163,711	45,226	12	100	100		Brooklyn, Bath & Coney I.....	80,000	7	J. & J.	1890	
Sept. 30, '72	10.38	1098	138	B'way & 7th Av. (N.Y.C.) N.Y.	3,806,968	1,000,000	1,500,000	200,000	906,812	357,850	6	100	100		Brooklyn City.....	300,000	7	J. & J.	1885	
Sept. 30, '72	7.00	8	22	Brooklyn, Bath & Coney I. N.Y.	219,133	80,000			47,591	18,140		100	100		1st Mortgage.....	300,000	7	J. & J.	1885	
Sept. 30, '72	81.50	1865	378	Brooklyn City.....N.Y.	2,313,003	1,991,032	300,000		1,448,461	241,567	12	100	100		Brooklyn City & Newtown.....	400,000	7	J. & D.	1879	
Sept. 30, '72	22.00	235	68	Brooklyn City & Newtown. N.Y.	650,603	200,000	400,000	11,856	165,939	45,081		100	100		1st Mortgage.....	400,000	7	J. & D.	1879	
Sept. 30, '72	19.53	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412		100	100		Brooklyn Cross-Town.....	352,000	7		1883	
Sept. 30, '72	15.81	292	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042		100	100		Cambridge (Boston).....	160,000	6	J. & J.	1881	
Sept. 30, '72	11.00	131	21	Bushwick (Brooklyn).....N.Y.	336,005	302,000	52,000	4,178	88,897	8,255		100	100		1st Mortgage sinking fund	550,000	7	F. & A.	1882	
Sept. 30, '72	28.31			Cambridge (Boston).....Mass.	740,000	740,000	150,000		69,681	69,641	9	100	100		Central Park, N. & E. River.....	550,000	7	F. & A.	1882	
Sept. 30, '72	1.93	23	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000		19,991	6,441	12	100	100		2d Mortgage.....	388,000	7	M. & N.	1890	
Oct. 31, '72	72.00	960	128	Gen. P. N. & E.R. (N.Y.C.) N.Y.	1,846,175	1,175,700	838,000	116,203	639,304	39,487		100	100		Coney Island & Brooklyn.....	307,000	7	J. & J.	1879	
Oct. 31, '72	7.25	350	60	Citizens' (Phila.).....Pa.	212,320	192,750			284,291	88,046	7	50	50		1st Mortgage.....	307,000	7	J. & J.	1879	
Oct. 31, '72	6.50	206	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	50,000	4,000	184,299	73,093	16	50	50		D. Dock, E. B'way & Battery.....	700,000	7	M. & S.	1875	
Oct. 31, '72	2.87	12	3	Coralville.....Pa.	43,436	63,500			10,963	5,603		100	100		1st Mortgage.....	203,000	7	J. & J.	1881	
Sept. 30, '72	14.83			Coney Island (Brooklyn) N.Y.	698,806	600,000	307,000	33,065	267,449	118,139		100	100		Empire.....	160,000	7	J. & J.	1890	
Sept. 30, '72	10.73	861	122	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,016,798	1,200,000	700,000		777,995	221,219	8	100	100		42d St. & G'd St. Ferry (N.Y.)	200,000	7	A. & O.	1873	
Oct. 31, '72	1.63	14	3	Easton and St. Easton.....Pa.	25,992	29,562			10,948	5,331	5	25	25		1st Mortgage.....	200,000	7	A. & O.	1873	
Sept. 30, '72	18.00	950	110	Elgin Avenue (N.Y. City) N.Y.	1,586,034	1,000,000	203,000	65,300	804,285	150,720	12	100	100		Federal St. & Pleasant Val.....	75,000	7	A. & O.	1877	
Oct. 31, '72	7.75			Empire.....Pa.	102,000	900,000	150,000	3,200	102,704	13,120		50	50		1st Mortgage.....	50,000	7	J. & J.	1881	
Oct. 31, '72	2.04	24	6	Erie City.....Pa.	66,957	19,907	20,242	2,100	13,185	2,188		50	50		Frankford and Southwark.....	185,500	7	J. & J.	1877	
Oct. 31, '72	5.50	60	23	Federal St. & Pl. Val. (Phg.) Pa.	132,842	68,250	75,000	15,000	45,737	9,165		100	100		2d Mortgage.....	100,000	7	M. & N.	1891	
Sept. 30, '72	10.25	434	67	42d St. & G'd St. F. (N.Y.C.) N.Y.	1,064,679	748,000	208,000		377,675	95,137	10	100	100		Grand St. P. P. & Flatbush.....	200,000	7	J. & D.	1879	
Oct. 31, '72	17.04	389	56	Frankford & Southwark (Ph.) Pa.	844,171	492,200	265,500	35,000	398,135	91,137	7	50	50		1st Mortgage.....	200,000	7	J. & D.	1879	
Sept. 30, '72	9.00	133	30	G'd St. & Newtown (B'k'n) N.Y.	320,467	170,000	90,000	24,671	97,136	15,539		100	100		2d mortgage.....	100,000	7		1884	
Sept. 30, '72	8.00	123	24	G'd St. Prosp. Ph. & Flatb. N.Y.	419,185	200,000	300,000	33,407	74,657			100	100		Green and Coates street.....	103,000	7	J. & J.	1878	
Oct. 31, '72	33.75	860	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		370,775	124,719	6	50	50		Harl. Br. Morris & Fordh.....	138,500	7		1879	
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.) Pa.	244,441	150,000	150,000		180,285	48,790	26	15	48		1st Mortgage.....	75,000	7	A. & O.	1877	
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,364	1,240	7,135	Loss.		25	25		2d Mortgage.....	60,000	7	J. & J.	1881	
Sept. 30, '72	11.75	126	17	Harl. Br. Morr. & F'dham. N.Y.	276,728	299,150	138,500		95,377	21,637	2.2	50	50		Frankford and Southwark.....	185,500	7	J. & J.	1877	
Oct. 31, '72	11.00	378	60	Rest, Mant. & F'mount (Ph.) Pa.	388,457	329,423	127,100		272,610	71,442		100	100		1st Mortgage.....	100,000	7	M. & N.	1891	
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.) Pa.	170,402	108,000	62,500		99,164	36,904	11	25	10		Grand St. & New Town.....	90,000	7	A. & O.	1887	
Sept. 30, '72	4.03	55	22	Lowell Horse.....Mass.	81,704	56,000		3,500	34,959	8,138		100	100		1st Mortgage.....	200,000	7	J. & D.	1879	
Sept. 30, '72	11.62	235	35	Lynn and Boston.....Mass.	277,581	200,000	50,000	43,697	182,774	2,662		100	100		2d Mortgage.....	100,000	7		1884	
Sept. 30, '72	8.46			Malden and Melrose (B'n) Mass.	60,246	165,000	75,000		2,240	1,336		50	50		Green and Coates street.....	103,000	7	J. & J.	1878	
Sept. 30, '72	8.46			Medford & Charleat. (B'n) Mass.	34,000	21,000	4,000		37,448	9,521		100	100		Harl. Br. Morris & Fordh.....	138,500	7		1879	
Sept. 30, '72	5.41	50	7	Merrimack Valley.....Mass.	63,000	50,000		589,390	37,448	9,521		100	100		1st Mortgage.....	90,000	7	A. & O.	1887	
Sept. 30, '72	46.29	1220	358	Metropolitan (Boston).....Mass.	2,219,747	1,608,000	184,500	153,822	986,061	174,384	10	50	50		Germantown.....	250,000	7	J. & D.	1879	
Sept. 30, '72	26.06	390	53	Middlesex (Boston).....Mass.	603,702	400,000		16,363	234,306	43,497	6	100	100		2d mortgage.....	100,000	7		1884	
Sept. 30, '72	8.31	20	8	New Bedford & Fairhaven. Mass.	64,849	38,000		25,000	5,475	1,815		100	100		Green and Coates street.....	103,000	7	J. & J.	1878	
Sept. 30, '72	3.75	2	6	New York Elevated.....N.Y.	350,000				13,744	501		100	100		Harl. Br. Morris & Fordh.....	138,500	7		1879	
Sept. 30, '72	12.20	201	29	Ninth Avenue (N. Y. City) N.Y.	994,842	797,320	187,000	19,209	108,000	Loss.		100	100		1st Mortgage.....	103,000	7	J. & J.	1878	
Sept. 30, '72	8.37	99	24	North 2d St. & Middle V'l. N.Y.	173,075	134,000	26,000	13,368	70,579	14,167		100	100		Orange and Newark.....	200,000	6	J. & J.	1881	
Sept. 30, '72	3.20	11	2	Northampton & W'mburg. Mass.	300,000	300,000		6,449	7,421			100	100		1st Mortgage.....	200,000	7	J. & J.	1881	
Dec. 31, '72	11.71	172	33	Orange and Newark.....N.J.	1,078,556	200,000	700,000	109,852	208,73											

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '73 24	Long Island. 50	3,000,000	M. & S.	May '73 10	Vermont and Mass. 100	2,200,000	M. & N.	May '73 2
Allegheny Valley 50	2,316,250	J. & J.	July '73 4	Louisv., Cin. and Lex. 50	1,022,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 24
Atlanta and West Point. 100	1,332,200	J. & J.	July '73 4	" " pref. 100	848,700	J. & J.	July '73 44	Warwick Valley 100	226,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	5,698,200	J. & J.	July '73 4	Louisville & Nashville. 100	9,980,800	F. & A.	Aug. '73 4	West Jersey 100	1,200,000	F. & A.	Aug. '73 24
" " pref. 100	3,834,978	M. & S.	Sept. '73 2	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. 100	39,494,800	M. & S.	Sept. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Oct. '73 3	Winchester & Strasburg 100	500,000	J. & J.	July '73 34
" " new 1870. 100	1,500,000	A. & O.	Oct. '72 14	Lykens Valley 20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua. R. 78	1,400,566	J. & J.	Jan. '74 16
Aron, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Macon and Western 100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio. 100	13,151,922	M. & N.	Nov. '73 5	Maine Central 100	3,400,500	J. & J.	July '73 5				
" " pref. 100	1,687,000	A. & O.	Oct. '73 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '73 5				
Washington Br. pref. 50	5,680,688	J. & D.	Oct. '73 0	Marletta & Cincinnati 50	1,372,891	M. & S.	Sept. '66 3				
Parkersburg Br. pref. 50	250,000	J. & D.	Oct. '73 0	" " 1st pref. 50	8,130,719	M. & S.	Sept. '66 3				
Blossburg & Corning 50	10,664,100	M. & N.	Nov. '73 5	" " 2d pref. 50	4,480,368	M. & S.	Sept. '66 3				
Boston and Albany 100	683,200	J. & D.	Dec. '73 3	Massachusetts 100	400,000	F. & A.	Aug. '73 3				
Bos., Cin. & Fitchburg pref. 100	60,000	J. & D.	Dec. '73 3	Memphis & Charleston 25	8,212,725	J. & D.	Jan. '69 3				
Bost., Ouse, & Mont. pref. 100	900,000	M. & N.	Nov. '73 3	Michigan Central 100	18,733,204	J. & J.	Jan. '73 4				
Boston and Lowell 500	2,852,200	J. & J.	Jan. '74 4	Mill Creek & Mich. 100	323,350	J. & J.	July '73 5				
Boston and Maine 100	3,816,807	M. & N.	Dec. '73 4	Milwaukee and St. Paul. 100	13,398,550	J. & J.	Dec. '70 7				
Boston and Providence 100	3,850,000	M. & N.	Nov. '73 5	" " pref. 100	10,825,777	F. & A.	Feb. '73 34				
Buffalo, N. Y. and Erie 100	50,000	M. & S.	Sept. '73 5	M. Hill & Schuyl. Hav. 50	3,856,456	J. & J.	July '73 34				
Burlington and Mo. Riv. 100	5,036,000	M. & S.	Sept. '73 5	Morris and Essex 100	14,008,100	J. & J.	July '73 34				
" " pref. 100	1,482,900	M. & S.	Sept. '73 5	Nashua and Lowell 100	800,000	M. & N.	Nov. '73 5				
Camden and Amboy 100	5,847,800	J. & J.	Jan. '74 24	Naugatuck 100	1,881,900	F. & A.	Aug. '73 5				
Camden and Atlantic 50	379,200	J. & J.	Jan. '74 24	Nesquehoning Valley 50	1,000,000	M. & S.	Sept. '73 5				
" " pref. 50	782,700	J. & J.	Nov. '73 34	Newark and N. York 100	977,400	J. & J.	July '73 34				
Cape Cod 100	1,020,330	J. & J.	Jan. '72 24	N. Bedford & Taunton 100	600,000	M. & N.	May '73 4				
Cape May and Millville 50	447,000	J. & D.	Dec. '73 3	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Oct. '73 24				
Catawissa & Fogelsville 50	428,900	J. & D.	Nov. '71 6	N. Haven & Northamp. 100	905,000	J. & J.	Sept. '73 3				
Catawissa 100	11,199,400	M. & N.	Nov. '73 34	New Jersey 100	7,295,200	J. & J.	Jan. '74 24				
" " pref. 100	2,900,000	M. & N.	Nov. '73 34	New London Northern 100	1,418,800	J. & J.	July '73 5				
Cayuga and Susq. 50	589,111	J. & J.	July '73 44	N. Y. Cen. & Hudson R. 100	89,428,330	A. & O.	Oct. '73 4				
Cedar Rapids & Mo. Riv. 100	6,840,400	M. & N.	Nov. '73 34	New York and Harlem 100	8,500,000	J. & J.	Jan. '74 4				
" " pref. 100	769,000	F. & A.	Aug. '73 34	" " pref. 100	1,500,000	J. & J.	Jan. '74 4				
Central of Georgia 100	4,688,800	J. & J.	July '73 5	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '74 4				
Central of New Jersey 100	20,000,000	J. & J.	July '73 5	N. Y., Provid. & Boston. 100	2,000,000	J. & J.	Oct. '73 24				
Central Ohio 50	3,425,000	J. & J.	Jan. '74 3	Nig. Bridge & Canal 100	1,000,000	J. & J.	Jan. '73 3				
" " pref. 50	400,000	J. & J.	Jan. '74 3	North Carolina 100	4,900,000	Irregular.	Jan. '73 5				
Central Pacific 100	54,275,500	J. & J.	Sept. '73 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4				
Chemung 100	880,000	J. & J.	Oct. '72 14	North Pennsylvania 50	3,150,150	January.	Jan. '73 5				
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2	Northern Central 50	5,842,000	M. & N.	Nov. '72 3				
Chicago and Alton 100	9,929,900	M. & S.	Sept. '73 5	N. rthern N. Hampsh. 100	3,068,400	J. & D.	Dec. '73 4				
" " pref. 100	2,425,400	M. & S.	Sept. '73 5	Northern New Jersey 100	1,000,000	J. & J.	July '73 4				
Chicago, Bari. & Quincy 100	18,852,910	M. & S.	Sept. '73 5	Norwich and Worcester 100	2,823,400	J. & J.	July '73 5				
Chicago, Iowa & Nebraska 100	3,916,300	J. & J.	Sept. '73 5	Ogdensh. & L. Champl. 100	3,077,800	J. & J.	Jan. '73 3				
Chicago & N. Western 100	16,083,480	J. & D.	Dec. '73 34	" " pref. 100	2,000,000	A. & O.	Oct. '73 3				
" " pref. 100	21,289,568	J. & J.	July '73 34	Oil and Mississippi 100	19,995,847	J. & J.	Oct. '73 34				
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Nov. '73 4	Oil Cr. & Allegheny R. 50	4,024,474	J. & D.	Dec. '73 34				
Cin. Ham. & Dayton. 100	3,600,000	A. & O.	Apr. '73 4	Old Colony & Newport 100	4,285,450	J. & J.	July '73 2				
Cin. Ham. & Cleveland 50	2,980,550	A. & O.	Apr. '72 10	Oswego and Syracuse 100	6,297,900	J. & J.	Jan. '74 4				
" " pref. 50	429,000	M. & N.	Nov. '73 2	Pacific of Missouri 100	482,400	F. & A.	Aug. '73 4				
Clev. Col. Cin. & Ind. 100	14,991,375	F. & A.	Aug. '73 34	Panama 100	5,358,750	J. & J.	July '73 14				
Cleveland & Mahoning 50	9,067,500	M. & N.	May '73 34	Paterson and Hudson 100	7,000,000	J. & J.	July '73 4				
Cleveland & Pittsburgh 50	11,238,150	F. M. A. N.	Nov. '73 14	Paterson and Newark 100	600,000	J. & J.	July '73 3				
Col. Chic. & Ind. Cen. 100	13,000,000	M. & S.	Sept. '73 2	Paterson and Ramap. 100	245,000	J. & J.	July '73 3				
Columbus and Xenia 50	1,788,800	M. J. S. D.	Sept. '73 2	Pembler & Hightstown 100	542,150	M. & N.	Dec. '73 5				
Colum. & Hooking Val. 100	2,900,000	F. & A.	Aug. '73 5	Pennsylvania 100	72,000,000	M. & N.	Dec. '73 5				
Concord 50	1,600,000	M. & N.	Nov. '73 5	Perry & Bureau Val. 100	1,300,000	F. & A.	Aug. '73 4				
Concord and Ports. 100	860,000	J. & J.	July '73 34	Philadelphia and Erie 50	6,004,300	J. & J.	July '72 4				
Concord & Pottam p. Riv. 100	2,100,000	F. & A.	Aug. '73 3	" " pref. 50	4,000,000	J. & J.	July '72 4				
Connecticut River 100	1,850,000	J. & J.	Jan. '74 5	Phil. Ger. & Norristown 50	1,928,260	M. J. S. D.	Dec. '73 3				
Cumberland Valley 50	1,494,250	A. & O.	Oct. '73 4	Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5				
Danbury and Newfield 50	400,000	M. J. S. D.	Dec. '71 4	" " pref. 50	1,359,100	J. & J.	Jan. '74 5				
Delaware 100	1,230,941	J. & J.	July '73 3	Phila. and Trenton 100	1,259,100	J. & J.	Jan. '74 5				
Del., Lackaw. & Westn. 50	18,568,550	J. & J.	July '73 5	Phila., Wil. & Balt. 50	11,485,750	J. & J.	Jan. '74 5				
Detroit & Milwaukee 50	822,140	A. & J. O.	July '73 5	Pittsb., Ft. W. & Chi. 100	17,142,250	J. & J.	Jan. '74 5				
" " pref. 50	2,095,000	J. & J.	Dec. '69 7	" " Special Imp. 100	9,000,000	J. & J.	Jan. '74 5				
Dubuque & Sioux City 100	5,000,000	J. & J.	Oct. '72 3	Pittsfield & N. Adams 100	10,000	J. & J.	July '73 3				
East Pennsylvania 50	1,500,000	J. & J.	July '73 3	Port and and Kamebec 100	616,700	J. & J.	July '73 3				
East Mahanoy 50	392,950	J. & J.	July '73 3	Yarmouth certificates 100	202,400	J. & J.	Jan. '72 3				
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3	Portl., Saco & Portsm. 100	1,600,000	A. & O.	Apr. '72 8				
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Providence and Worcester 100	2,000,000	J. & J.	July '73 3				
Elmira, Jct. & Canand. 100	600,000	F. & A.	Aug. '73 24	Railroad and Gaston 100	1,500,000	J. & J.	July '73 3				
Elmira & Williamsport 100	500,000	M. & N.	Nov. '73 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '71 6				
" " pref. 100	500,000	J. & J.	July '73 34	Roch. & Genesee Val. 110	567,500	J. & J.	July '73 4				
Erie Railway 100	78,000,000	J. & J.	Oct. '73 1	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Jan. '74 34				
" " pref. 100	5,536,910	J. & J.	Oct. '73 34	Rutland 100	2,700,000	J. & J.	Jan. '74 34				
Erie and Pittsburgh 50	1,090,250	M. J. S. D.	Sept. '73 14	" " preferred 100	4,300,000	F. & A.	Aug. '73 34				
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2				
Georgia 100	4,165,000	J. & J.	Apr. '74 4	St. L., Alt. & T. sante 100	2,300,000	J. & J.	May '68 7				
Grand River Val. guar 100	1,000,000	J. & J.	Apr. '74 4	" " pref. 100	2,040,000	F. & A.	Feb. '73 8				
Grand Trunk, (Ca.) 100	14,367,946	J. & J.	Oct. '73 24	St. Louis and Iron Mt. 100	10,000,000	J. & J.	May '68 7				
Great Western, (Ca.) 100	19,237,404	A. & O.	Oct. '73 24	St. L., Kan. C. & North. 100	12,000,000	J. & J.	May '68 7				
Hanilton & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 34	" " pref. 100	12,000,000	A. & O.	Nov. '72 24				
" " pref. 100	6,078,324	Annual.	Aug. '70 7	Saratoga and Schenec. 100	300,000	A. & O.	Oct. '73 34				
Hanover Branch, (Pa.) 50	116,550	M. & N.	Nov. '73 5	Schuylkill Valley 50	578,050	M. & N.	Nov. '73 24				
Harlem Extension 100	4,000,000	J. & J.	July '73 34	Seaboard and Roanoke 100	1,151,400	F. & A.	Aug. '73 3				
Harrisburg & Lancaster 50	1,182,500	J. & J.	July '73 4	Shamokin V. & Pottsv. 50	869,450	F. & A.	Jan. '72 34				
Huntingdon, pref. 100	1,180,000	J. & J.	July '73 4	Shore Line 100	995,800	F. & A.	Jan. '72 34				
Huntingdon & Bd Top. 50	800,000	J. & J.	July '73 4	South Branch (N. J.) 100	438,300	F. & A.	Jan. '72 3				
" " pref. 50	450,750	J. & J.	July '68 24	South Carolina 100	5,318,275	F. & A.	Jan. '72 3				
Illinois Central 100	35,280,610	F. & A.	Feb. '74 4	South Western, (Ga.) 100	8,939,900	F. & A.	Feb. '72 1				
Indianapolis, Cin. & Laf. 50	3,685,497	M. & S.	Sept. '74 4	Staten Island 100	980,000	J. & J.	July '67 4				
Iowa Falls & Sioux City 100	4,925,000	J. & J.	Jan. '74 3	Stockbridge and Pitts. 100	448,700	F. & A.	Jan. '72 34				
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5	Stony Brook 100	287,300	M. & N.	May '72 3				
Joliet and Chicago 100	1,000,000	J. & J.	Oct. '73 14	Summit Branch 100	2,602,350	F. & A.	Feb. '73 3				
Joliet & North Indiana 100	300,000	J. & J.	July '73 4	Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 24				
Lake Shore &											

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	Interest.	When Payable.	Market Price.		Amounts outstanding.	Rate.	Payable.	Interest.	When Payable.	Market Price.
National Securities Dec. 1, 1873.							Massachusetts—(\$30,712,882):						
Loan of June 14, 1868.....registered	\$6,255,000	5	Jan. & July.	1874	112½		.. State (public works) scrip, '72.....	706,000	5	Varied.	'72-'80		
.. coupon	13,745,000	5	"	"	1874		.. State (public works) scrip, '72.....	384,000	5	June & Dec.	'72-'77		
Loan of February 8, 1861.....registered	13,762,000	5	Jan. & July.	1880	115½		.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76		
.. coupon	4,653,000	5	"	"	1880	118	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78	94½
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109		.. Coast Defense Loan, 1863.....	888,000	5	"	"	'83	81½
Loan of July 17, and Aug. 5, 1861.....registered	125,671,500	0	Jan. & July.	1881	115		.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98	
.. coupon	63,644,850	0	"	"	1881	119	.. Bounty Loan, 1864, \$828,000 stg.....	4,000,744	5	"	"	1894	
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,000	0	May & Nov.	1882	111		.. War Loan (5-20), cur. 1866.....	2,551,500	5	Mar. & Sept.	1886		
.. coupon	156,779,350	0	"	"	1882	113	.. R. R. & Hoosac T. bonds, \$1,443,700 stg.	7,175,451	5	April & Oct.	'83-'93		
Loan of March 3, 1863.....registered	53,608,900	0	Jan. & July.	1881	115½		.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	"	'90-'95	92½
.. coupon	21,391,100	0	"	"	1881	118	.. Loan (B. H. & Erie R. R.) \$743,600 stg	3,599,024	5	Jan. & July.	1900		
Loan of March 3, 1864 (5-20s).....registered	946,000	0	May & Nov.	1884	114		Michigan—(\$2,332,298):						
Loan of June 30, 1864 (5-20s).....coupon	24,821,150	0	May & Nov.	1884	114		.. Canal Bonds, 1869.....	81,000	5	Jan. & July.	1879		
Loan of March 3, 1865 (5-20s).....registered	33,260,050	0	"	"	1884	114½	.. \$2,000,000 Loan Bonds, 1862.....	446,000	5	"	"	1873	
.. coupon	33,868,950	0	May & Nov.	1885	115		.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	"	1878	90
.. 2d series (5-20s).....registered	118,862,400	0	"	"	1885	114½	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	"	1883	
.. 3d series (5-20s).....registered	55,871,450	0	Jan. & July.	1885	112½		.. Renewal Bonds, 1-48.....	463,400	7	May & Nov.	1890		
.. 4th series (5-20s).....registered	146,761,650	0	"	"	1885	117	.. Bounty (War) Bonds, 1865.....	160,000	5	Jan. & July.	1878		
.. 5th series (5-20s).....registered	87,210,460	0	Jan. & July.	1887	117		Minnesota—(\$350,000):						
.. 6th series (5-20s).....registered	223,443,750	0	"	"	1887	117	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872		
.. 7th series (5-20s).....registered	13,750,000	0	Jan. & July.	1888	115½		.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79		
.. 8th series (5-20s).....registered	23,721,000	0	"	"	1888	117	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883		
Loan of March 3, 1864, (10-40s).....registered	140,682,300	5	Mar. & Sept.	1904	111		Missouri—(\$17,669,000):						
.. coupon	58,335,000	5	"	"	1904	111½	.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.	'82-'90	92½	
Consols of July 14, '70 & Jan. 20, '71.....registered	164,404,450	5	F. M. A. & N.	1881	108		.. Railroad Loans Bonds, 1854-'66.....	1,599,000	5	"	"	'87-'88	97½
.. coupon	118,829,650	4½	"	"	1881	113½	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,096,000	7	"	"	'74-'90	10
Consols registered	...	4½	F. M. A. & N.	1886	...		.. State Bonds, funding, 1867-'68.....	2,272,000	8	"	"	'78-'91	...
.. coupon	...	4½	"	"	1886	...	Nevada—(\$600,000):						
Consols registered	...	4	F. M. A. & N.	1901	...		.. State Bonds, for floating debt.....	667,000	10	Mar. & Sept.	'72-'87	...	
.. coupon	...	4	"	"	1901	...	New Hampshire—(\$2,405,400):						
Dem. Cer. of Mar. 2, '67, and July 25, '68.....(cur.)	...	3	...	...	...		.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.	'71-'78	95½	
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	...	...	...		.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	97½	
Certificates of Indebtedness 1870.....(cur.)	678,000	4	...	...	...		.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	97½	
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112½		New Jersey—(\$2,896,200):						
U. S. Notes and Fractional Currency.....	315,643,025	7½	...	...	...		.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84	104½	
							.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	"	'86-'90	...
							.. War Loan Bonds, 1864, tax free.....	584,400	5	"	"	'91-'92	...
							New York—(\$38,121,600):						
State Securities, latest dates.							.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	...	
Alabama—(\$15,42,000):							.. General Fund Stock.....	800,000	5	"	"	1878	...
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'87-'92	46		.. General Fund Stock.....	348,107	5	"	"	1881	...
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½		.. General Fund Stock.....	1,159,780	5	"	"	1874	...
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	"	'90-'91		.. Canal Stock.....	1,103,429	5	"	"	'72-'73	107
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	"	"	'90-'91		.. Canal Stock.....	7,408,000	5	"	"	'74-'75	106
Arkansas—(\$ 0,000,000):							.. Canal Stock.....	2,572,000	5	"	"	1877	...
.. Funded Bonds, 1869 and '70.....	2,850,000	6	Jan. & July.	'89-'90	38		.. Bounty Loan Bonds, 1867, registered.....	70,075,000	7	Jan. & July.	1877	103	
.. Levee Bonds, 1871.....	2,185,000	7	"	"	1882		.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	...	"	"	1877	104½
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1882		North Carolina—(\$29,900,045):						
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	...		.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'90	24	
California—(\$3,81,500):							.. State (old) Bonds 1848 to 1860.....	3,639,900	5	April & Oct.	'72-'90	...	
.. Civil Bonds 1867 and '68.....	2,108,000	7	Jan. & July.	'77-'80	117		.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'72-'90	10	
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	"	'83-'85	...	.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'72-'90	...	
.. State Capital Bonds, 1871.....	250,000	7	"	"	1891	...	.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	17	
Connecticut—(\$3,767,300):							.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	14	
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	...		.. Special Tax Bonds.....	11,407,000	5	"	"	'90-'99	14
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	5	"	"	'83-'84	99	Ohio—(\$9,022,721):						
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	...		.. Loan of 1850 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	...	
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	"	1885	...	.. Loan of 1850 Bonds, skg f'd.....	1,600,000	5	"	"	1875	99
Florida—(\$7,28,868):							.. Loan of 1850 Bonds, skg f'd.....	1,496,369	5	"	"	1881	102
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1868	...		.. Loan of 1850 Bonds, skg f'd.....	2,400,000	5	"	"	1886	108
.. Bonds, 1868-'69.....	191,000	5	Various.	'68-'69	...		Oregon—(\$290,527):						
.. Bonds, 1871.....	210,000	5	Various.	1901	...		.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	...	
.. Loan to Jack, Penna., & Mob. R.R., 1870	4,000,000	5	Jan. & July.	1900	...		.. Willamette Canal & Lock Bonds of 1870	200,000	7	"	"	1890	...
Georgia—(\$10,494,500):							Pennsylvania—(\$23,272,956):						
.. Bonds for W. & Atl. R.R. 1842 '43, '44 & '48	866,000	5	Various.	'72-'74	73		.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	106	
.. Bonds for W. & Atl. R.R. 1842 and 1848	276,500	5	Various.	'72-'74	...		.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	"	'72-'77	106
.. Bonds for Atl. & Gulf R.R. '65, '69, '70 & '91	600,000	5	Feb. & Aug.	'73-'81	...		.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	"	'77-'82	107
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	5	"	"	'81-'86	...	.. Loan of Feb. 1867 (10-15s).....	7,880,580	5	"	"	'83-'92	107
.. Bonds of Act. of March 12, 1866.....	3,900,000	5	Jan. & July.	1886	...		.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	"	'82-'94	109
.. Bonds of Act. of Sept. and Oct. 1870.....	4,880,000	5	Various.	1890	...		.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	"	'82-'94	109
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	84		.. Inclined Plane Loan, of April 1849.....	600,000	5	April & Oct.	1879	...	
Illinois—(\$2,133,634):							.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	...	
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878	...		.. State Stocks (old).....	...	4½	Jan. & July.	1882	...	
.. Refunded Stock Bonds, 1859.....	348,000	5	"	"	'77-'78	...	Rhode Island—(\$2,770,000):						
.. Thornton Loan Bonds, 1861.....	102,000	5	"	"	1880	...	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	97½	
.. War Loan Bonds, 1861.....	417,000	5	"	"	1880	...	.. " of Jan. 1863.....	200,000	5	April & Oct.	1883	...	
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	...		.. " of May 1863.....	602,000	5	Jan. & July.	1883	...	
Kansas—(\$1,336,675):							.. " of June 1863.....	328,000	5	Feb. & Aug.	1884	...	
.. State Bonds (various) 1863 to 1864.....	110,875	5	"	"	'82-'84	...	South Carolina—(\$15,857,327):						
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	"	'76-'88	...	.. State House, Stock and Bonds '63-'66.....	1,235,188	5	Jan. & July.	'71-'80	...	
Kentucky—(\$2,750,510):							.. Funding Stocks & Bonds '66-'63.....	1,750,000	5	April & Oct.	1866	...	
.. State Bonds 1836 and '43.....	100,000	5	Mar. & Sept.	1878	...		.. Funding Stocks and Bonds.....	599,000	5	Jan. & July.	'87-'97	111	
.. State Bonds, 1840 to 1851.....	653,000	5	April & Oct.	'71-'72	...		.. Blue Ridge R. R. Bonds 1854.....	970,000	5	"	"	'74-'78	...
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'79-'94	...		.. Conversion Bonds 1869.....	7,571,700	5	"	"	1868	...
Louisiana—(\$21,214,800):							.. " 1870.....	500,000	5	April & Oct.	1892	...	
.. State Bonds to R. R. Co's, 1840 to 1866.....	1,830,000	5	Various.	'93-'98	49		Tennessee—(\$30,952,156):						
.. Deficiency (Treasury) Bonds 1863.....	750,000	5	Jan. & July.	1893	...		.. Railroad Loan Bonds.....	31,303,417	5	Jan. & July.	long	96	
.. Funded coupons (new) 1866-'68.....	997,000	5	"	"	'86-'88	...	.. State Bonds (direct).....	4,819,544	5	April & Oct.	...	...
.. Levee Bonds 1867.....	4,000,000	5	May & Nov.	1907	50		.. Endorsements.....	2,197,000	5	Jan. & July.	...	...
.. " 1868.....	1,000,000	5	Various.	1886	57		.. Funded Interest Bonds.....	9,000,000	5	"	"	...	...
.. " 1870.....	3,000,000	5	Mar. & Sept.	1875	...		Texas—(\$3,397,325):						
.. Funded Floating Debt 1870.....	3,000,000	5	May & Nov.	1910	...		.. Frontier Protection Bonds, gold, 1870.....	700,000	7	Jan. & July.	'90-'10	...	
.. Penitentiary Bonds, 1869.....	500,000	5	Mar. & Sept.	1899	...		.. Deficiency Bonds, 1871.....	857,000	10				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$900,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	10,000pm	5*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:	3,000,000	6	Jan. & July.	New York.	1896	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1031	Burlington, Cedar Rapids & Minn.:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	961	1st Mortgage coin or skg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	93
3d Mortgage.....	399,000	7	May & Nov.	"	1881	921	Burlington and Missouri River:						
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	94
Alexandria and Fredericksburg:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	....
Allegheny Valley:							Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	971
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	90	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	981
Special Mortgage to Penn.....	3,500,000	8	"	Harrisburg.	1891	871	Stock (common) Bonds.....	1,377,840	8	"	"	1889	....
Androscoggin:							Burlington & Mo. Riv. in Neb.:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	92
Arkansas Central (narrow gauge):							Burlington and Southwestern:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1891	50
Atchison and Nebraska:							Cairo and Fulton (Arkansas):						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Atchison, Topeka and Santa Fe:							Cairo and St. Louis (3 ft. gauge):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	Cairo and Vincennes:						
Atlanta and Richmond Air Line:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	10,000pm	8	Jan. & July.	New York.	1900	881	California Pacific:						
Atlantic and Great Western:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	911
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	Camden and Burlington County:						
Atlantic and Gulf:							Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Consolidated (288 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Canada, Michigan and Chicago:						
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	.....	New York.	....	....
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	"	1888	....	Canada Southern:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	1st Mort. (skg fd) for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	(91)
Atlantic and Lake Erie:							Carthage & Burlington (C. B. & Q.):						
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic, Miss. and Ohio (428 m.):							Catawissa:						
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and North Carolina:							1st Mortgage (new).....	1,300,000	7	"	"	1900	961
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Chattel Mortgage.....	158,350	5	"	"	'80-'89	61
Atlantic and Pacific:							Cazenovia and Canastota:						
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	Cedar Falls and Minnesota:						
Atlantic and St. Lawrence:							1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
1st Mortgage (sterling) of 1883.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (W. to Minn. Line)....	1,877,000	7	Jan. & July.	"	1907	201
2d Mortgage (sterling) of 1884.....	1,499,968	6*	April & Oct.	"	1884	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
3d Mortgage (sterling) of 1871.....	712,982	6*	May & Nov.	"	1891	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	821
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	871
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	841
2d Mortgage.....	100,000	7	"	"	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak)....	1,000,000	6*	May & Nov.	New York.	1895	....
Loan of 1888-'75.....	883,250	6	Jan. & July.	Baltimore.	1875	98	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Loan of 1889-'80.....	879,500	6	"	"	1880	95	Central of Georgia:						
Loan of 1882-'90.....	1,710,500	6	April & Oct.	"	1885	95	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1886-'90 (Balt.) skg fd.	3,845,888	6	Jan. & July.	"	1890	....	Central of Iowa:						
Loan of 1870-'95 (Balt.) skg fd.	3,788,782	6	March & Sept.	London.	1885	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....	2d Mortgage, gold, \$4,000 p. m. .	812,000	7*	April & Oct.	"	1901	....
3d Mort. (N. W. Va. R. R.) assumed	154,600	6	"	"	1885	95	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	1041
Bangor and Piscataquis:							Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (Bangor loan).....	60,000	6	April & Oct.	Bangor.	1899	....	Central Ohio (B. & O.):						
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	861
Bay City and East Saginaw:							Central Pacific of California:						
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage, 30 years bonds, gold	25,583,000	6*	Jan. & July.	New York.	'95-'99	93
Bedford and Bridgeport:							Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	1001
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	State Aid B'ds Int. by State (skg) gold	1,500,000	7*	"	"	1886	100
Belfast and Moosehead Lake:							1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Calif. & Oregon) gold	6,750,000	6*	"	"	'88-'92	....
Bellefonte and Southern Illinois:							1st Mort. (S. Fr. Okla. & Ala.)....	600,000	8*	"	San Francisco	1890	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90	1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Beloit and Madison (C. & N. W.):							Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"	1890	....
1st Mortgage.....	223,000	7	Jan. & July.	New York.	1888	....	Charleston and Savannah:						
Belvidere Delaware:							1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (guar. by C. & E.)	1,000,000	6	June & Dec.	New York.	1877	95	Funded interest on 1st Mort.....	137,400	7	"	"	1889	....
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	77	Charlotte, Columbia & Augusta:						
3d Mortgage (Penn. R. R. Co.)	745,900	6	Feb. & Aug.	"	1887	....	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
Blue Ridge (S. Car.):							Chartiers:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Boston and Albany:							Cheraw and Burlington:						
Currency bonds of Feb. 1, 1873.	3,000,000	7	Feb. & Aug.	Boston.	1892	1021	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Boston, Clinton and Fitchburg:							2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	82	Cheraw and Salisbury						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1897	70
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	71
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	104	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	103 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	90 1/2	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	664,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	90	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	3,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.:	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev. Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold.	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99 1/2
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	88 1/2	1st Mort. (C. C. and C. R. R.)..	272,000	7	June & Dec.	" "	1898	164
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1896	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Kook. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dir., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1880	95	3d Mortgage (sinking fund) 1886	487,000	8	March & Sept.	" "	1876	....
1st Mort. (Ox. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	95	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	92	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	960,000	8	April & Oct.	" "	1890	97 1/2	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1878	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1876	91
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	16
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1890	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	92
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1900	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	84 1/2
1st Mortgage for \$19,000 p. m.:	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1909	6
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	71 1/2	1st M. (assumed by Cinn. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	90	Columbus and Xenia:						
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	85	1st Mortgage, guar. by Pa. Co.:	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99 1/2	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 70,000 ac.)	174,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92 1/2
Green Bay Ext. (26m & 70,000 a.)	284,000	7	" "	" "	1885	....	Notes payable, conv. at par	594,000	7	" "	" "	1876	97
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)	1,776,000	7	Feb. & Aug.	" "	1882	99	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95	1st Mortgage skg fund.....	250,000	.....	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (")	129,603	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R.R.)	3,105,000	7	F. M. A. & N.	" "	1916	83	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$18,000,000	4,534,000	7*	June & Dec.	" "	1902	79 1/2	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,160,000	7*	May & Nov.	" "	1911	....	1st Mort. A B C D & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,224.	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1886	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (")	9,500	7	June & Dec.	" "	1888	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.W.) guar.	1,141,000	7	Jan. & July.	" "	1888	93 1/2	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	304,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg Pd gold \$25,000 pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, 69, \$16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1903	....
1st Mort. of Nov. 1, 71, \$16,000 pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$20,000 p. m. gold.	.....	7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chl., Pekin & Southw'n (C. B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p. m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C. H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	105	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chl. & Southw'n (C. R.I. & Pac.):							2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1891-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$1,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1878	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Income Bonds.....	252,445	6	" "	" "	1879
1st M. (Ch													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.		8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	80 1/2
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.....	250,000	6 1/2	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	800,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C. & N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	90
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1890	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	95
Detroit and Milwaukee:							Elgin and State Line Purchase:	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (D. & M.R.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	...
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6 1/2	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7 1/2	March & Sept.	N.Y. & Lond.	1900	...
Det. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	...
Det. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.....	225,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1879	84	Grand Rapids and Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7 1/2	Jan. & July.	New York.	1899	...
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7 1/2	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.:	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1886	...
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	100 1/2
Dunkirk, Warren and Pittsburgh:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7 1/2	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6 1/2	April & Oct.	London.	....	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,850,000	6 1/2	"	"	....	...
1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds \$1,200,000	6,000,000	6 1/2	Feb. & Aug.	"	....	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385.	14,191,675	5 1/2	Jan. & July.	"	....	...
1st Mort. end. \$16,000 p.m. by Ala.		8	Jan. & July.	....	1890	....	2d Preference Bonds \$1,685,765	8,428,825	4 1/2	"	"	....	...
East Brandywine & Waynesburg:							Provincial Debentures \$3,111,500	15,557,500	....	....	Ottawa.	....	...
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rd.):							Common (Company) Bonds.....	1,884,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5 1/2	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common (") Bonds.....	4,867	8	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.....	1,425,546	7	Jan. & July.	New York.	'81-'86	....
1st Mort. sks fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	91 1/2	1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1882.....	383,000	6 1/2	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97 1/2	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	84	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-'85.....	500,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.V. & W.):						
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91	1st Mortgage.....	875,000	7	May & Nov.	New York.	1898	85 1/2
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	95 1/2	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,600,000	6	Jan. & July.	New York.	'71-'77	91 1/2
1st Mortgage, convertible.....	8,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,600,000	6	"	"	'87-'88	....
Elmira and Williamsport (N. Cen.):							Six years' mortgage bonds (222m)	5,000,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed.....	570,000	6	April & Oct.	"	1872	59	1st Mort. (Q. & Palm R.R.) 15 m.	3,476,000	8	March & Sept.	"	1885	78 1/2
Erie Railway:							2d Mortgage.....	500,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	92	1st Mort. (K. City & Cam. R.R.) 15 m.	1,200,000	10	Jan. & July.	"	1886	90 1/2
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	99	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
3d Mortgage.....	4,582,000	7	"	"	1883	96 1/2	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	90	Harlem Extension:						
5th Mortgage convertible.....	709,400	7	June & Dec.	"	1888	90	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch 1st mortgage.....	182,200	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Stirling Loan (\$1,000,000) conv.	4,437,470	6 1/2	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$30,000,000, g'd	12,076,000	7 1/2	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	....		1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) sks f.d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage & tax free.	2,059,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (M.C.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Boas.	1877	....
1st M. & 1st on 59, & 2d on 55m	2,000,000	6 1/2	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage ".....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. sks fund, gold.	6,520,000	7 1/2	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	101
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7 1/2	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7 1/2	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Int. and Pere Marquette:							1st Mortgage gold.....	416,000	7 1/2	April & Oct.	Philadelphia.	1890	98
Land Mort. 1st series (55,241 a.)	158,509	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	90
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.).....	1,251,000	7	April & Oct.	"	1898	95
" 3d series (52,091 a.)	2,946,000	8	March & Sept.	"	1888	....	Illinois Central:						
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	"	1888	....	Construction bonds, cur. sks f.d.	3,058,500	7	April & Oct.	New York.	1875	101 1/2
Construction Loan.....	165,000	8	"	"	1876	....	Construction bonds, coin.....	382,000	6 1/2	"	N.Y. & Lond.	1875	....
Florida:							Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
1st Mortgage conv. gold.....	2,300,000	7 1/2	Jan. & July.	New York.	1889	....	Redemption bonds, sterling.....	2,500,000	6 1/2	"	London.	1875	....
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.....	1,025,000	7	May & Nov.	N.Y. & Lond.	1900	....	1st Mortgage gold.....	3,500,000	7 1/2	Jan. & July.	New York.	1901	....
Fonda, Johnston & Gloversville:							Indiana North and South:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage for \$25.50 p.m. g'd	....	7 1/2	April & Oct.	New York.	1901	....
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West.:						
1st Mortgage \$20,000 p. m. ....	....	8	Jan. & July.	New York.	1891	....	1st Mortgage gold.....	5,000,000	7 1/2	April & Oct.	New York.	1900	91
Fort Wayne, Jackson & M.C.:							2d Mortgage.....	1,500,000	8	Jan. & July.	"	1899	81
1st Mortgage traffic guaranteed.....	500,000	8	Jan. & July.	New York.	1889	....	Indianapolis & Vincennes:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	....	1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1889.....	\$1,000,000	7	April & Oct.	New York.	1879	....
1st Mortgage (C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1887	....	Consol. registered July 1, 1870.....	4,183,000	7	J. A. J. & O.	"	1890	91
1st Mortgage (") of 1889	1,666,000	7	June & Dec.	"	1889	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1880	90
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"	1883	....
1st Mortgage.....	2,800,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1890	91
1st Mortgage.....	2,800,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1884.....	500,000	7	Jan. & July.	"	1874	91
2d Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1885 C.P. & A. R.R.	1,000,000	7	"	"	1880	90
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	3d Mort. (Oct. 1, '91)	1,000,000	7	April & Oct.	"	1892	90
Iowa Eastern:							Skf Fund July 1, 1885 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	100
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1886	860,000	7	April & Oct.	"	1884	....
Iowa Falls & Sioux City (Ill. Cen.):	2,960,000	7	April & Oct.	New York.	1917	....	1st Mort. May 1, 1885 M. S. & N.I.	2,256,000	7	May & Nov.	"	1885	100
1st Mortgage guaranteed.....	2,960,000	7	Feb. & Aug.	New York.	1900	58	2d Mort. Oct. 31, 1887	2,683,000	7	"	"	1871	95
Iowa Midland (C. & N.W.):							Mort. Nov. 1, 1889 Buff. & Erie.	100,000	7	May & Nov.	"	1872	....
1st Mort., \$16,000 guar.....	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. July 1, 1882	200,000	7	Jan. & July.	"	1882	....
Ironton (Penn.):							Mort. Sept. 1, 1886	300,000	7	March & Sept.	"	1886	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	100	Mort. April 1, 1888	3,000,000	7	April & Oct.	"	1888	97
Ithaca and Athens:							1st Mort. Aug. 1, 1886 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1874	94
1st Mortgage gold, skf fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1889 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
Jackson, Lansing & Saginaw (M.C.):	1,495,000	8	Jan. & July.	New York.	1886	96	1st Mort. Oct. 1, 1887 (Sch. & Th.R.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. Oct. 1, 1887 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	1st M. July 1, '88 (K.A. & G.R.)	840,000	8	"	"	1888	94
Jacksonville, Pensac. and Mobile:	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mort. July 1, 1883 (J. & Frank.)	500,000	7	"	"	var	....
1st Mort. Florida State Loan g'd	496,000	7	Jan. & July.	New York.	1897	....	2d Mort. Jan. 1, 1889	500,000	7	June & Dec.	"	1894	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Lawrence (P. Ft. W. & Chi.):						
Jefferson (Erie):							1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philad. Phila	1895	....
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Leavenworth, Lawr. & N. West'n:						
2d Mort. (").....	94,000	7	"	"	1889	....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	Leaven, Lawrence & Galveston:						
Jeffersonville, Madison & Indian:							1st Mort. skf fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bos.	1900	65
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	Lehigh and Lackawanna:						
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1891	....
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	Lehigh Valley:						
2d Mortgage (Jeffersonville, R.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	....
Joliet and Chicago (C. & Alton):							1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	93
1st Mortgage skf fund guar.....	500,000	8	Jan. & July.	New York.	1882	100	2d Mortgage for \$6,000,000	4,112,000	7	March & Sept.	"	1910	104
Joliet & Northern Ind. (Mich. C.):							Lexington & St. Louis (P. of Mo.):						
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Junction (Cin. & Indianapolis):							Little Miami:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bos.	1900	3M
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	83	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	25
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	84	Little Schuylkill (Phila. & Rd.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	90
1st Mort. guar. by Delaware.....	400,000	Jan. & July.	New York.	1890	....		Logansport, Crawf. & S'wain Ind.:						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage gold.....	1,500,000	8	F. M. & A. N.	New York.	1900	90
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	Long Br. and Sea Shore (N.J. So.):						
Kalamazoo and Schoolcraft:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	Long Dock (Erie):						
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	92
Kalamazoo & White Pigeon:							Long Island:						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	1st Mortgage (Extension).....	175,900	7	Feb. & Aug.	"	1890	....
2d Mort. (").....	150,000	10	"	"	1878	....	1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
1st Mort. (St. Jo. & C.B. 78 m.)	1,400,000	10	March & Sept.	"	1882	....	General Mortgage.....	775,000	7	"	"	1899	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (").....	1,000,000	7	"	"	1893	....	Louisville, Cin. and Lexington:						
Consolidated Mort. (260m. conv.)	687,000	8	March & Sept.	"	1892	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
Kansas City & Santa Fe (L. & G.):							2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisville and Nashville:						
Kansas Pacific:							1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage (Memph. Br. 43.7 m.)	139,000	7	May & Nov.	"	72-76	....
1st Mort. (2d Div. 253.94 m.) gold	4,086,000	6	June & Dec.	"	1896	86	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	80-86	....
1st Mort. (3d Div. 244.68 m. & 3.0 m.)	6,455,000	7	May & Nov.	N. Y. & L. & F.	1899	102	Consol. M. for \$5,000,000 (892 m.)	6,647,000	7	April & Oct.	"	1898	90
1st Mortgage (1,000,000 acres).....	248,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louis, N. A. & St. Lo. Air-Line:						
1st Mortgage (2,000,000 acres) gold	1,321,000	7	Jan. & July.	N. Y. & L. & F.	1896	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	N. Y. & St. Lo.	1896	86	Macon and Augusta:						
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	U. S. Treas.	95-97	....	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-91	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	"	1916	....	1st Mortgage not guaranteed.....	100,000	7	"	"	1890	....
3d Mortgage (Income).....	4,275,850	7	March & Sept.	"	1916	....	Macon and Brunswick:						
Kent County (Del.):							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mort. ".....	600,000	7	May & Nov.	"	1900	....
Kentucky Central:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage (Cov. & Lex.) 1883	844,000	7	March & Sept.	New York.	1883	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
3d Mortgage (Kent. Cen.) 1885	237,000	7	June & Dec.	"	1885	....	Macon and Western:						
Keokuk, Iowa C. & Minn. (T.W. & W.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
1st Mort. gold conv. traffic guar.	20,000pm	7	Jan. & July.	New York.	1892	....	Maine Central:						
Keokuk and St. Paul (C.B. & Q.):							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oc.	Boston.	1912	100
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	90	\$1,100,000 Loan, tax free.....	746,300	7	Jan. & July.	"	1898	94
Lackawanna & Bloomsburg (D.L. & W.):	</												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,540,000	6	Jan. & July.	New York.	1890	.....
2d Mortgage.....	180,000	6	June & Dec.	"	1889	...	Nashville and Decatur (L. & Nash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	...	2d Mortgage gold	600,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Gen. N.J.):						
1st Mortgage, Convertible.....	1,236,000	7	March & Sept.	New York.	1880	85	1st Mortgage gold.....	800,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1882	...	Newark, Somerset & Stratfordville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	...	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E.D.V.) \$15,000 p.m.	.....	8	Jan. & July.	Boston.	1890	...	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	356,000	8	April & Oct.	New York.	1882	...	New H. Middleton & Willman:						
1st Mortgage, sinking fund conv.	2,178,000	8	"	"	1882	107	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	92	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	99	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	...	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	600,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kala & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey See United Compan'a						
2d Mort. (") guar.	70,000	8	"	"	1889	...	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	...	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.):							New Jersey Southern:						
1st Mortgage tax free	228,000	7	May & Nov.	New York.	1886	...	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1892	409
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	8*	May & Nov.	London.	1896	...	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	...	1st Mort. gold, for \$3,000,000.....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	8,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	...	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	80	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	75	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,874,000	8	Feb. & Aug.	"	1898	103	N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,815,000	2.3	"	"	1898	94	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	...	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wta.).....	234,080	7	Jan. & July.	"	1891	...	1st M. (") gold skg fd.....	7	"	"	N.Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	...	2d Mortgage, endorsed by La....	2,824,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	...	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$19,000 p.m.....	.....	8	June & Dec.	New York.	1890	...	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	91
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,614,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	...	Bonds for B. & N. S't. (")	76,000	6	May & Nov.	"	1883	85
Minneapolis & Duluth (L.S. & M.)							Bonds for R.R. stocks (")	592,000	6	"	"	1883	81
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	...	Bonds for real estate (")	162,000	6	"	"	1883	85
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	89
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	...	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	...	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of 71, tax free (N.Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1876	71	Consol. Mort. for \$40,000,000....	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1876	...	New York and Harlem:						
General Mort. for \$5,000,000 gold.	.....	7*	May & Nov.	"	1912	...	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	...	...	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	...	...	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	...	N. York, Houatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	...	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	181-93	...	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	94
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....	.....	8	April & Oct.	New York.	1902	...	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	.....	1910	...	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1869	...	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1878-79	....
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	...	Improvement Bonds.....	1-0,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	...	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1869	...	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	...	1st Mortgage gold, \$86,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	...	1st Mortgage.....	600,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	...	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	...	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	908,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mo. & Lond.	1882	...	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	...	468,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,500	8	"	"	1883	...	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	...	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	...	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)							North Pennsylvania:						
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	...	...	1st Mortgage.....	2,226,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage.....	400,000	7	"	"	...	...	2d Mortgage.....	5,000,000	7	May & Nov.	"	1	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.
			When.	Where.	Due.							When.	Where.	Due.		
Northern Pacific:									Perkiomen (Phila. & Rdg):							
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	33			1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	80	
Norwich & Worcester (N.H. & A.):									Perth Amboy & Woodbr.(C.&A.):							
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....			1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	"	1874	....		Petersburg:							
Machine shop &c., bonds.....	150,000	7	"	"	"	1877	....		1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1900	....
Nyack and Northern:									Philadelphia and Baltimore Cent:							
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....			1st Mortgage (Penn. Div. 384 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:									1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	92			2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	"	1879	92		Philadelphia and Reading:							
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....			Loan of 1868.....	1,189,500	6	Jan. & July.	Philadelphia.	1893	80	
Ohio and Mississippi:									Loan of 1870, convertible.....	23,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	90			Mortgage Loan of 1887, conv.....	93,000	6	"	"	1896	....
Consolidated 1st Mortgage, stg.....	3,529,000	7	April & Oct.	New York.	1911	....			Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1890	97	
Consolidated 2d Mortgage.....	433,000	7	Jan. & July.	"	1874	78			Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	101	
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....			Mortgage Loan of 1886 stg.....	182,400	6	Jan. & July.	London.	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	90			Mortgage Loan of 1843 stg.....	976,800	6	"	"	1890	....
Oil Creek and Allegheny River:									Mortgage Loan of 1836 stg.....	177,600	7	"	"	1874-75	....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71			Consolidated Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	97	
1st Mortgage (War. & Fkin).....	590,000	7	April & Oct.	"	1882	83			Dollar registered	3,414,000	7	"	"	1911	101	
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	61			Mortgage Gold or stg comp.	7,000,000	6	"	Phil. or Lond.	1911	98	
Old Colony and Newport:									June 1, 1871.	624,000	6	"	"	1911	97	
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	97			Gold or stg reg.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95			Dollar coupon.....	2,305,630	7	Jan. & July.	"	1893	100	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101			New debent. loan, conv.....							
Omaha and Northwestern:									Philadelphia, Wilmington & Balt:							
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....			Mortgage Loan, convertible.....	345,900	6	Jan. & July.	Philadelphia.	1884	111	
Omaha and Southwestern:									Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84			Loan of 1867.....	1,000,000	6	"	"	1887	....
Orange, Alexandria & Manassas:									Pickering Valley (Phila. & Rdg):							
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80			1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	78			Pittsburg, Cin. & St. Louis (Pa.):							
3d Mort. " " "	698,000	8	May & Nov.	Richmond.	1873	80			Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70	
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	74			1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	70	
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80			1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1899	....
Orange and Newark:									Pittsburg & Connellsville:							
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....			1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	91	
Osage Valley & Southern Kansas:									2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....			1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Oshkosh & Miss. (M. & S. P.):									Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....			1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104	
Oswego and Rome (R. W. & O.):									1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....			1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....			1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):									1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1886	....			1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:									2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100	
1st Mortgage guar. by (O. B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92			2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Owensboro' and Russellville:									2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....			2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Pacific of Missouri (Atl. & Pac.):									2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	84			2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	70			3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	89	
Income Bonds.....	1,500,000	7	"	"	1892	56			Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1886	....			Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	98	
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....			Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	"	1877	....
1st Mortgage (Lex. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....			Plymouth, Kankakee & Pacific:							
Paducah and Memphis:									1st Mortgage for \$3,500,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....			Port Huron & Lake Michigan:							
Panama:									1st Mortgage gold, for \$1,800,000	.....	7	May & Nov.	New York.	1889	80	
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....			Portland & Ogdensburg (Me. & N.H.):							
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....			1st Mort. (Maine Section) gold..	800,000	6	Jan. & July.	Boston.	1900	....
Paris and Decatur:									Consol. Mort. gold, for \$3,300,000	.....	6	May & Nov.	"	1901	....
1st Mortgage sold.....	1,200,000	7	Jan. & July.	New York.	1901	....			Portland and Ogdensburg (Vt.):							
Paterson and Newark (Erie):									1st Mortgage gold, for \$2,300,000	.....	6	May & Nov.	Boston.	1891	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....			Portland and Oxford Central:							
Pekin, Vinc. & Decatur (T.W. & W.):									1st Mortgage of 1868.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88			Portland and Rochester:							
Pemberton & Highte (U.O. of N.J.):									1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....			1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & N. York (N.J.S.):									2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York	....	....			Port Royal (S. C.):							
Pennsular Railway:									1st Mortgage gold, skg f'd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1899	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....			1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1899	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....			Poughkeepsie and Eastern:							
Pennsylvania:									1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101			Providence and Worcester:							
2d Mortgage (" ").....	2,594,000															

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	...	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	...
Rosie, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	790,900	7	March & Sept.	New York.	1880	...	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	...
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	1891	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	...
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	...
1st Mortgage gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	...	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	...
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	...
Equipment Mortgage, tax free.	500,000	7	May & Nov.	Boston.	1880	70	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	...
Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	93	Domestic Bonds.....	76,000	6	Jan. & July.	"	'90-'92	...
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	...
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	...	South Florida:						
2d Mort. ("").....	17,500	6	"	"	1879	...	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	...
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	...	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	444,000	7	May & Nov.	New York.	1888	...
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	...	2d Mort.	200,000	7	"	"	1889	...
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	...	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	...
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	90	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	...
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	...	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort., endor. by Ala., gold...	22,000pm	8*	Jan. & July.	New York.	1890	...
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	...	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	70	1st Mortgage gold, assumed.....	7,180,000	6*	Jan. & July.	New York.	1888	...
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	South Shore (Mass.):						
St. Louis, Conn. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1889	83
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	...	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	...
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C&A):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	...
1st Mortgage Mar. 18, 1884 guar.	2,920,000	7	April & Oct.	New York.	1894	92	2d preferred bonds.....	617,000	6	"	"	'84-'90	66
2d Mortgage May 1, 1888 guar.	548,000	7	Jan. & July.	"	1898	...	3d preferred bonds.....	448,500	6	"	"	'84-'90	...
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	84	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	...
St. Louis, Lawr. & Deny (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	...	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	...
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	...
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	...
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1898	...	Southern (Cal.) Pacific:						
St. Louis and St. Joseph:							1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	...
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	...	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	...
1st Mortgage, guaranteed.....	1,890,000	7	Jan. & July.	New York.	1897	...	2d Mortgage gold.....	88,000	7*	"	"	1890	...
2d Mortgage (A.) guaranteed...	1,608,000	7	May & Nov.	"	1898	...	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible...	1,000,000	7	"	"	1898	...	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	...
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	...	1st Mortgage (Muscogee) conv...	300,000	7	"	"	'72-'76	...
St. Paul and Chicago (M. & St. P.):							Spartanburg and Union:						
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	...	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	...
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed...	198,370	7	"	"	1879	...
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	...	Springfield & Illinois S. Eastern:						
1st Mort. (St. Paul to Wah.) 70 m.	700,000	7	Jan. & July.	"	1892	...	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	...
2d M. (N. Line) 80 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	...	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	...
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	1892	...	Springfield and Northwestern:						
General Mort. (R. R. & L'ds) skg.	1,000,000	7*	"	"	1892	...	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	...
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	"	1892	...	Staten Island:						
2d M. (W. Line) R.R. & Lands...	3,000,000	7	"	"	1892	...	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	...
St. Paul and Sioux City:							Sterling Mountain:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	...	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	...
Land Stock on 400,000 acres...	2,400,000	8	J. A. J. & J.	"	1890	...	Sullivan (Verm. Central):						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	...	Sullivan and Erie:	250,000	6	Feb. & Aug.	"	1880	...
Salem (W. Jer.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Summit Branch:						
Salem and Lowell (B. & L.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90	Sunbury and Lewiston:						
Band, Mansfield & Newark (C&O):							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	...	Superior and St. Croix:						
San Fran., Oakland & Alameda:							1st Mortgage, \$16,000 p. m.	.....	8	.....	.....	.....	...
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	1886	...	Superior and Northwestern:						
Easton & Whitehall (R. & S.):							1st Mortgage, \$16,000.....	.....	8	.....	.....	.....	...
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	Suspens. Brid. & Erie Junc. (Erie):						
Savannah and Charleston:							1st Mortgage.....	1,000,000	7	.....	New York.	.....	...
1st Mortgage (Sav. & Char.) bonds	400,000	7	Jan. & July.	New York.	1889	...	Sussex (N. J.):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	...	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	...
Funded Interest bonds.....	157,400	7	"	"	1889	...	Swedesboro (W. Jer.):						
Savannah, Griffin & North Ala.:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	.....	...
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	...	Syracuse, Bing. & N.Y. (D.L. & W.):						
Savannah and Memphis:							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	...
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	...	2d Mortgage.....	270,000	7	June & Dec.	"	1887	...
Schenectady & Susq. (D. & H. Can.):							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	...	1st Mort. gold, for \$500,000...	.....	7*	Feb. & Aug.	New York.	1891	...
Seaboard and Roanoke:							Tebro and Neosho (M. K. C. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	...	1st Mortgage gold, skg fund....	1,165,000	7*	June & Dec.	New York.	1903	...
Selma and Gulf:							Terre Haute & Indianapolis:						
1st M. guar. by Ala. \$16,000pm.	.....	8*	April & Oct.	New York.	1890	...	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	...
Selma, Marion and Memphis:							Flora:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	...	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	...
Selma, Rome and Dalton:							Peoria and Warsaw:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	...	1st Mortgage (E. Div.) 110 m...	1,000,000	7	June & Dec.	New York.	1894	69
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	...	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	70
Equipment Mortgage.....	280,000	10	"	"	1881	...	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	...
Shamokin Valley & Pottaw. (N.C.):							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	...
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Consol. Mort. 227 m. \$8,500,000.	1,406,000	7	May & Nov.	"	1910	...
Sheboygan and Fond du Lac:							1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	...
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	...	Tom's River & Watert. (N.J. So.):						
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	...	1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	...
Schenango and Allegheny:							Troy & Bennington (T. &):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	...	1st Mortgage skg fund, war...	100,000	7	Jan. & July.	Troy.	1878	...
Shepang Valley (Cl.):							Troy and Boston:						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	...	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...
Shore Line (N. Y. & N. H.):							2d Mortgage.....	300,000	7	April & Oct.	"	1885	...
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	...	3d Mortgage.....	650,000	7	May & Nov.	"	1875	...
Sioux City and St. Paul:							Convertible Bonds.....	648,000	7	"	"	1882	...
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	...							
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	.....	...					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M.(L.Erie, W. & St.L. 167 m.)....	2,500,000	7	" " "	" " "	1890		1st Mort. endor. by Bal.	200,000	6	" " "	" " "	1890	94
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" " "	1893	95	2d Mort.	300,000	6	" " "	" " "	1890	94
1st Mort. (Quincy & Tol 34 m.)....	500,000	7	May & Nov.	" " "	1890	83	2d Mortgage endor. by Wash. Co.	300,000	6	" " "	" " "	1890	86
1st Mort. (Ill. & So. Iowa 42 m.)....	300,000	7	Feb. & Aug.	" " "	1882	90	3d Mortgage preferred.....	600,000	6	" " "	" " "	1895	70
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	" " "	1878		3d Mortgage endor. by Balt.	875,000	6	" " "	" " "	1900	98
2d Mort. (T. Wab. & Wt. 187 m.)....	1,600,000	7	" " "	" " "	1871	89	Western Pacific (Can. Pac.):						
2d M. (Gt. W. Rwy of '59, 181m.)....	2,500,000	7	" " "	" " "	1883	79	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	85
Equipment (Tol. & Wab. 75m.)....	600,000	7	" " "	" " "	1883	704	1st Mortgage (main line 67 m.)....	900,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)....	2,700,000	7	F. M. A. & N.	" " "	1907	75	1st Mortgage (Pittsb. Br. 23 m.)....	1,000,000	6	Jan. & July.	" " "	1896	
1st M. (Dec. & East St. L. 109m.)....	2,700,000	7	" " "	" " "	1900	854	1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	
Consol. 2d mort. (500 m.) gold....	5,000,000	7	Feb. & Aug.	" " "	1893		West Jersey:						
Troy, Salem & Rutland (R. & Sary):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890		1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" " "	1896	924
Troy Union (and Depot):							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	" " "	1899	101
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		West Wisconsin:						
2d Mortgage, guaranteed.....	180,000	6	" " "	" " "	1878		1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	844
Tuckerton:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901		1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	
Union Pacific:							Wicomico and Pocomoke:						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	844	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	
2d Mortgage (Gov. subsidy).....	27,238,000	6	" " "	" " "	'96-'99		Williamston and Tarboro':						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" " "	1889	743	1st Mortgage.....	250,000	8	May & Nov.	New York.	1900	
Income Mortgage.....	10,000,000	10	March & Sept.	" " "	1874	704	Wilmington, Colum. & Augusta:						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8	April & Oct.	London.	1896		1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	72
Union Pacific (Central Div.):							Wim. Charlotte & Rutherford:						
1st Mortgage gold, tax free.....	1,000,000	6	May & Nov.	New York.	1895		1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	" " "	'96-7-8		1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	" " "	1897	
Union Pacific, S. Br. (M.K. & T.):							Wilmington and Reading:						
1st Mortgage gold, skg fund.....	3,596,000	6	Jan. & July.	New York.	1899		1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	85
Union & Titusville (O.C. & A.Riv.):							2d Mortgage coupon or regl.....	723,600	7	Jan. & July.	" " "	1902	79
1st Mortgage.....	500,000	7					Wilmington and Weldon:						
United Companies of New Jer.:							Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	
Sinking Fund sterling \$282,000.	1,268,080	6	Jan. & July.	London.	1890		Currency Bonds.....	221,400	7	May & Nov.	" " "	1882	
Loan of 1875 (Joint Companies)	675,008	6	April & Oct.	Philadelphia.	1875	92	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1893	90
Loan of 1875 (New Jersey Co.)...	300,000	6	Feb. & Aug.	New York.	1875		Wilmington and Western (Del.):						
Loan of 1883 (").....	450,000	6	" " "	" " "	1878		1st Mortgage, Jan. 1, 1872.....	400,000	7.5	J. A. & J. O.	Wilmington.	1892	
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	88	Whona & St. Peter (C. & N. W.):						
Loan of 1889 " " ".....	666,000	6	June & Dec.	Princeton.	1889	89	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	82
Consolidated (mort.) Loan of 1899	5,000,000	6	May & Nov.	Philadelphia.	1889	92	2d Mortgage \$12,000 p. m.....	1,565,000	7	May & Nov.	" " "	1890	
Sterling Loan \$368,200.....	1,546,000	6	March & Sept.	London.	1894		Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	" " "	1916	
Sterling Loan \$360,000.....	1,500,000	6	" " "	" " "	1888		Wisconsin Central:						
Loan of 1888.....	164,000	6	" " "	" " "	1888		1st M. L. G. gold S. F. \$25,000pm		7	Jan. & July.	Boston.	1901	
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887		Worcester (Md.):						
Bond to State of N. Jer. (U.Co's)	500,000	7	April & Oct.	Philadelphia.	1894		Worcester.....	210,000	6	Jan. & July.	Baltimore.	1891	
Loan of 1894.....	2,000,000	6	" " "	" " "	1894		Worcester and Nashua						
Utica and Black River:							Main Bonds.....	125,000	7	Jan. & July.	Boston.	1890	
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878		Main Bonds.....	75,000	6	" " "	" " "	1890	
Utica, Chen. & Susq. Val. (C. & H.C):							CANAL BONDS.						
1st Mortgage.....							Chesapeake and Delaware:						
Utica, Ithaca and Elmira							Chesapeake sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	88
1st Mortgage gold, skg fund.....	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892		Chesapeake and Ohio.....						
Vermont Central:							Sterling Loan guaranteed.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	20	Preferred Bonds (next line)	4,375,000	5	" " "	London.	1880	
2d Mortgage consolidated.....	1,500,000	7	" " "	" " "	1891	71	Delaware Division (L.O. & N.):	1,699,500	6	Jan. & July.	Baltimore.	1885	100
1st Mort. (Stan. Sheff. & Ch. R.R.)...	443,800	7	Jan. & July.	" " "	1887	674	1st Mortgage, guaranteed.....	900,000	6	Jan. & July.	Philadelphia.	1878	80
Guar. Stock (Vt. & C. R.R.)....	795,500	8	June & Dec.	" " "	661		Delaware and Hudson:						
Equipment Mortgage.....	1,000,000	8	May & Nov.	" " "	'76-'77	75	1st Mort. - 1st series, Nov. 1, 1887.	1,500,000	7	May & Nov.	New York.	1877	
Equipment Mortgage.....	1,000,000	8	" " "	" " "	1889	75	2d series, July 1, 1869.....	3,500,000	7	Jan. & July.	" " "	1884	
Vermont and Massachusetts:							3d series, Jan. 1, 1871.....	5,000,000	7	" " "	" " "	1891	102
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	924	Delaware & Raritan Sea U'd Co's						
Convertible bonds, tax free.....	200,000	7	" " "	" " "	1879	999	Lehigh Coal and Navigation:						
Vermont Valley (Rutland):							Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860		Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	" " "	1897	80
2d Mortgage.....	114,000	6	" " "	Boston.	1860		Mortgage (equip.) Loan, gold.....	4,944,000	6	June & Dec.	" " "	1897	90
3d Mortgage.....	293,200	7	" " "	New York.	1869		Convertible Loan, gold.....	922,000	6	March & Sept.	" " "	1894	82
Vicksburg and Meridian:							Convertible Bonds.....	1,496,879	6	June & Dec.	" " "	1877	71
General 1st series (red).....	723,500	7	Jan. & July.	Philadelphia.	1890		Memongahela Navigation:						
2d series (blue).....	850,000	7	" " "	" " "	1890		1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	
3d series (black).....	154,000	7	" " "	" " "	1890		Morris (and Banking):						
4th series (not end.)....	1,273,000	7	April & Oct.	" " "	1880		1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	82
Special Loan 1871.....	225,439	8	Jan. & July.	" " "	1880		2d Mortgage.....	285,000	6	" " "	" " "	1876	82
Vineyard:							Boat Loan, sinking fund.....	236,965	7	" " "	" " "	1886	90
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890		Preferred Stock Dividend Scrip.	108,164	7	Feb. & Aug.	" " "	1887	
Virginia & Tennessee (A.M. & O.):							Pennsylvania:						
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
Enlarged Mortgage.....	990,000	6	" " "	" " "	1884	714	1st Mortgage (Wy. Val. Can.)....	600,000	6	" " "	" " "	1878	
4th Mortgage.....	846,000	8	March & Sept.	" " "	1900	83	1st Mortgage (Erie Canal).....	743,654	7	" " "	" " "	1865	
Registered Certificates.....	123,208	8	Jan. & July.	" " "	'71-'75		Interest Bonds (Erie Canal) 1860	161,960	7	" " "	" " "	1873	
Funded Interest.....	204,200	8	" " "	" " "	1880		Schuykill Navigation (Ph. & Rdg):						
Income Mortgage (fundable)....	112,500	8	" " "	" " "	1866		1st Mortgage.....	1,748,987	6	March & Sept.	Philadelphia.	'82-'87	
Walkill Valley (Erie):							2d Mortgage.....	4,016,670	6	Jan. & July.	" " "	1882	71
1st Mortgage gold, tax free.....	20,000 pm	7	April & Oct.	New York.	1910		Plain Bonds.....	85,222	6	" " "	" " "	1876	76
Ware River (Vt. Cen.):							Improvement bonds.....	260,000	6	May & Nov.	" " "	1870	76
1st Mortgage gold, for \$750,000..	462,000	6	June & Dec.	New York.	1890		Boat and Car Loan.....	756,650	6	" " "	" " "	1888	72
Warren (D. L. & W.).....							Boat and Car Loan.....	628,100	7	" " "	" " "	1889	75
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875		Coupon Bonds.....	1,079,000	6	Jan. & July.	" " "	1895	71
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" " "	1900		Susquehanna (S. & Tide Water):						
Warren & Franklin (O.C. & A.H.R.):							1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	71
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	83	2d Mortgage.....	700,000	6	" " "	" " "	1885	
Warwick Valley (Erie):							3d Mortgage stg.....	674,000	6	" " "	London.	1878	
1st Mortgage.....	85,000	7	April & Oct.	New York.	1890		Tide-Water (Susq. & Tide-W.):						
Washington and Ohio.....							1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	
1st Mortgage gold, \$9,000,000....							2d Mortgage.....	300,000	6	" " "	" " "	1885	
Watertown & Rome (R.W. & O.):							3d Mortgage.....	437,000	6	" " "	" " "	1878	
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1890		Union:						
Westchester and Philadelphia.....							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1888	
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873		West Branch and Susquehanna:						
General Mortgage, tax free.....	1,072,300	7	April & Oct.	" " "	1891	100	1st Mortgage.....	450,000	6	Apr. & Oct.	Philadelphia.	1878	
Western of Alabama.....							2d Mortgage.....	398,000	6	May & Nov.	" " "	1899	
1st Mortgage (Western R.R.)....	600,000	8	April & Oct.	New York.	1888								
1st Mortgage (M. & W. Point R.R.)	750,000	8	" " "	" " "	1881								
2d Mortgage (consols guar.)....	1,146,000	8	" " "	" " "	1900								
Income Mortgage.....	618,400												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "P."

Years ending	Railroad		Rolling Stock		Companies	Property and Assets			Liabilities			Operations		Earnings		Value of Shares									
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.		Surplus Income.	Railroad Operated.	Trains Moved.	Passenger.	Freight.	Gross.	Net.	Dividends.	
Sept. 30, 1877	60.2	2.1	181.0	3	106	2,728,622	3	4	106	2,728,622	1,071,640	2,106,456	3,037,000	153,849	438,000	546,724	4,237,012	998,348,883.071	5,247,576	2,732,907	2,959,589	2,952,015	100	100	100
May 31, 1877	14.8	2.0	14.8	3	400	10,500,000	3	4	100	10,500,000	30,324	4,023	735,340	153,849	438,000	153,849	12,147	23.0	55,157	17,499	60,856	7,500	100	100	100
Dec. 31, 1877	81.3	4.6	13.8	18	22	22	18	22	18	22	18	22	18	22	18	22	18	22	18	22	18	22	18	22	18
Sept. 30, 1877	142.0	87.1	21.2	100	100	749,000	2	1	100	749,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Jan. 31, 1878	51.0	2.0	1.0	100	100	2,500,000	2	1	100	2,500,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Sept. 30, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Jan. 31, 1878	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Nov. 30, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29,608	87,180	139.0	441,745	487,968	317,043	191,705	100	100	100
Dec. 31, 1877	132.0	44.9	112.0	100	100	18,200,000	2	1	100	18,200,000	218,300	327,759	1,800,000	1,000,000	1,000,000	29									

Sept. 30, 1872	11.2	28	22	10	409	Chester..... New Hampshire.	2,337,707	351,000	100,000	200,054	2,131,300	809,209	28,992	118,370	88.1	692,250	192,234	412,324	824,768	185,801	5	100
Dec. 31, 1872	3.1	144	74	24	2,912	Chester Valley..... Pennsylvania.	1,271,900			871,900	600,000	865,000	385,428	303,778	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	2.1	283	127	6,409	Chicago, Burlington and Quincy..... Illinois.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	3.7	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	6.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	12.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	17.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	21.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	26.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	31.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	36.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	41.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	46.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	51.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	56.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	61.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	66.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	71.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	76.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	81.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	86.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	91.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	96.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	101.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	106.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	111.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	116.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	121.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	126.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	131.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	136.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	141.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	146.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	151.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	156.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	161.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	166.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	171.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	176.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	181.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	186.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	191.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	196.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	201.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	206.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	211.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	216.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	221.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	100	
Dec. 31, 1872	226.0	283	127	6,409	Chicago, Burlington and Quincy..... Iowa.	2,646,638	1,346,501		4,348,918	11,355,100	6,446,638	2,655,428	803,778	1,469.2	649.1	692,102	160,708	431,394	878,147	10	1	

its asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."*

Abstract of General Balance Sheet.												
Property and Assets.			Liabilities.			Operations.						
Rolling Stock.			Accounts and Cash.			Railroad Operated.			Earnings.			
Cars.			Bonds.			Trains Moved.			Gross.			
Engines.			Stocks.			Passengers.			Net.			
Railroad in progress.			Accounts.			Freight.			Dividends.			
2d. Track and Sidings.			Surplus Income.			Tons.			Par.			
Branch Line.			Bonds.			Number.			Value of Shares.			
Main Line.			Stocks.			M.			Market.			
Year ending.			Assets.			M.			Value of Shares.			
Dec. 31, 1872	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1872	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1872	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1872	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1871	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1871	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1871	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1871	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1870	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1870	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1870	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1870	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1869	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1869	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1869	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1869	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1868	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1868	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1868	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1868	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1867	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1867	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1867	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1867	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1866	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1866	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1866	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1866	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1865	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1865	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1865	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1865	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1864	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1864	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1864	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1864	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1863	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1863	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1863	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1863	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1862	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1862	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1862	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1862	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1861	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1861	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1861	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1861	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1860	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1860	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1860	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1860	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1859	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1859	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1859	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1859	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1858	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1858	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1858	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1858	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1857	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1857	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1857	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1857	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1856	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1856	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1856	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1856	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1855	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1855	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1855	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1855	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Dec. 31, 1854	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
Sept. 30, 1854	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
June 30, 1854	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100
March 31, 1854	33	34	8,766,002	384,284	3,297,300	1,045,000	1,244,673	233.3	888,227	1,133,612	465,113	100

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

[illegible]

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	...	...
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	...
Atlantic and Pacific, preferred	276,200	7	...	...
Atlantic and St. Lawrence, * guar.	10,000,000	7	...	...
Baltimore and Ohio, * preferred	3,994,900	4	...	...
Berkshire, * guaranteed	3,552,800	6	...	...
Berkshire and Corning, * guaranteed	600,000	7	...	...
Boston, Concord and Montreal, pref.	250,000	6	...	...
Buffalo, New York and Erie, * guar.	800,000	6	...	...
Catawissa, * pref. and guar.	950,000	7	...	...
Camden and Amboy, * guaranteed	1,169,500	7	...	...
Camden and Atlantic, preferred	5,547,800	10	...	...
Cayuga and Susquehanna, * guar.	763,549	7	...	...
Cedar Rapids and Missouri River, preferred and * guaranteed	689,110	9	...	...
Central of New Jersey, * guar.	769,600	7	...	...
Central Ohio, * preferred	20,000,000	10	...	...
Chemung, * guaranteed	411,550	6	...	...
Chesbrough, preferred	380,000	6	...	...
Chicago and Alton, * preferred	2,153,200	7	...	...
Chicago, Iowa & Nebraska, * guar.	2,425,400	10	...	...
Chicago and North-Western, pref.	3,916,300	8	...	...
Cine. Sand. and Cleveland, pref.	21,289,563	7	...	...
Cleveland and Mahoning, * guar.	429,000	6	...	...
Cleveland and Pittsburgh, * guar.	2,059,200	7	...	...
Cumberland Valley, lat preferred	11,234,160	7	...	...
Dayton and Michigan, pref. & guar.	241,900	8	...	...
Delaware, * guaranteed	922,400	8	...	...
Detroit and Milwaukee pref. & guar.	1,315,300	6	...	...
Dubuque and Sioux City, * guar.	2,517,140	6	...	...
Dubuque South-Western, pref.	6,000,000	3	...	...
Eastern (N. H.), * guaranteed	590,315	8	...	...
Elmira, Jeff. and Canad. * guar.	492,500	6	...	...
Elmira & Williamsport, pref. & guar.	500,000	6	...	...
Erie Railway, preferred	500,000	7	...	...
Erie and Pittsburgh, * guar.	500,000	5	...	...
Evansville and Crawfordville, pref.	8,536,910	7	...	...
Hannibal and St. Joseph, pref.	2,000,000	7	...	...
Harrisburg and Lancaster, * guar.	1,100,000	7	...	...
Housatonic, preferred	2,167,700	7	...	...
Huntington & Broad Top Mtn, pref.	1,182,550	7	...	...
Jeff. Mad. & Indianapolis, * guar.	1,180,000	8	...	...
Joliet and Chicago, * guar.	190,750	7	...	...
Joliet and Northern Indiana, * guar.	1,500,000	7	...	...
Little Miami, Col. and Xenia, * guar.	300,000	8	...	...
Louisv., Cincinnati and Lex. pref.	6,394,450	8	...	...
Marietta and Cincinnati, lat pref.	861,000	9	...	...
Mich. Southern, (Lake Shore) guar.	3,101,620	6	...	...
Mill Creek, * guaranteed	4,436,250	6	...	...
Millwaukee and St. Paul, preferred	533,500	10	...	...
Monticello, * guaranteed	323,375	10	...	...
Morris and Essex, * guar.	10,825,777	7	...	...
Nesquehoning Valley, * guar.	3,856,430	8	...	...
Newark and New York, * guar.	2,000,000	7	...	...
Newcastle and Beaver Valley, * guar.	2,000,000	10	...	...
New Jersey, * guaranteed	1,000,000	7	...	...
New London Northern, * guar.	605,000	10	...	...
New York & Harlem, pref. & guar.	7,295,200	10	...	...
Niagara Br. & Canandaigua, * guar.	971,400	10	...	...
North Eastern (S. C.), preferred	1,500,000	8	...	...
Norfolk and Worcester, * guar.	8,500,000	8	...	...
Ogdensburg & Lake Champlain, * guar.	1,000,000	6	...	...
Ohio and Mississippi, preferred	105,000	8	...	...
Oswego and Syracuse, * guar.	1,000,000	8	...	...
Panama, * guaranteed	2,823,400	10	...	...
Paterson and Hudson, * guar.	3,077,000	7	...	...
Pemberton and Hightstown, * guar.	2,000,000	8	...	...
Peoria and Bureau Valley, * guar.	4,030,000	7	...	...
Philadelphia and Erie, preferred	1,144,400	9	...	...
Phila. Germantown & Norristown, * guar.	7,000,000	12	...	...
Philadelphia and Reading, * pref.	630,000	8	...	...
Philadelphia and Trenton, * guar.	342,000	6	...	...
Pittsburg, Ft. Wayne & Chic., * guar.	1,200,000	8	...	...
Pittsfield and North Adams, * guar.	2,400,000	12	...	...
Portland, Saco & Portsmouth, * guar.	2,231,900	12	...	...
Rochester & Genesee Valley, * guar.	1,561,687	10	...	...
Rutland, * preferred and guaranteed	1,259,100	10	...	...
St. Louis, Alton & Terre Haute, * guar.	22,214,285	7	...	...
St. Louis, Jacksonv. & Ch., pf. & guar.	460,000	5	...	...
St. Louis, Kansas City & Nor., * guar.	1,500,000	10	...	...
Schuykill Valley, * guaranteed	557,560	7	...	...
Shamokin V. & Pottsville, * guar.	2,468,400	7	...	...
Toledo, Peoria & Warsaw, lat pref.	1,054,100	7	...	...
Toledo, Wabash and Western, pref.	12,000,000	7	...	...
Warren, * guaranteed	576,000	5	...	...
Delaware Division, * guar.	869,450	6	...	...
Delaware and Raritan, * guar.	1,700,000	7	...	...
Morris, preferred and * guaranteed	1,000,000	7	...	...
" com. and * guar.	1,038,000	4	...	...
Bowling Green Navigation, preferred	2,808,977	6	...	...

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boller and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Fig, 7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 5; Scrap Wrought, 4 1/2 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 85 per cent. ad val.

Pig, Scotch—Cottiness.....per ton 45 — @ — 40
Gartsherrrie.....@ 47 50
Glenarnock.....42 — @ 42 —
Eglinton.....41 — @ 42 —
Pig, American, No. 1.....34 — @ 35 —
Pig, American, No. 2.....30 — @ 33 —
Pig, American, Forge.....27 — @ 30 —
Bar, Refined, English and American.....@ —
Bar, Swedes, assorted sizes.....(gold) — @ 137 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....162 50 @ —
Bar, Swedes, Plov sizes.....172 50 @ —
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....@ 75 —
Bar Refined, 1 1/2 to 6 by 1/2 & 5-16 in.....@ 80 —
Bar Refined, 1 & 1 1/2 by 1/2 & 5-16 in.....@ 80 —
Large Rounds, 2 1/2 to 2 1/2 to 4 in.....80 — @ 100 —
Scroll.....100 — @ 135 —
Ovals and Half-round.....100 — @ 115 —
Band, 1 to 6 in. by 3-16 to No. 12.....95 — @ —
Horse Shoe.....107 50 @ 110 —
Rods, 1 to 16 inch.....80 — @ 130 —
Hoop, 1/2 by No. 22 to 1 & 1/2 by 13 & 14.....110 — @ 155 —
Nail Rod.....per lb. 9 — @ 9 —
Sheet Russia, as to assortment.....(gold) — 17 — @ 17 —
Sheet, Single, D. and T. Common.....44 — @ 51 —
Sheet, Doubles and Trebles, Charcoal.....64 — @ 8 —
Sheet Galvanized.....List 10 per ct. disc.
Rails, English.....(gold) — per ton. 66 — @ 60 —
Rails, American, at Works in Penna. c'y. 65 — @ —
Anvils (Eagle).....per lb. currency. 9 — @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb. — 17 — @ 21 —
English Spring (2d and 1st quality).....@ 94 — @ 104 —
English Blister (2d and 1st quality).....14 — @ 18 —
English Machinery.....@ 14 — @ 14 —
English German (2d and 1st quality).....12 1/2 — @ 14 1/2 —
American Blister.....@ 11 — @ 11 —
American Cast, Tool.....@ 9 — @ 11 —
American Cast Spring.....11 1/2 — @ 12 —
American Machinery.....@ 9 — @ 12 —
American German Spring.....@ 9 — @ 12 —

NAILS—Duty: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. at val.—all less 10 per cent.

10d. to 60d. Common.....per keg. 4 25 @ 4 50
8d. and 9d. ".....4 50 @ 4 75
6d. and 7d. ".....4 75 @ 5 —
4d. and 5d. ".....5 — @ 5 25
3d. ".....6 50 @ 6 75
2d. and 3d. Fine.....8 25 @ 8 50
Cut Spikes, all sizes.....4 50 @ 4 75

TIN—Duty: Pig, Bars and Block, 7 1/2; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb. — @ — 32 —
Strait.....(gold).....28 1/2 — @ 28 1/2 —
English.....(gold).....26 1/2 — @ 26 1/2 —
Plates Fair to good brands.....Gold.....Currency —
L. C. Charcoal.....per box 10 25 @ 10 50 11 50 @ 12 —
L. C. Coke.....8 25 @ 9 25 9 37 1/2 @ 10 37 1/2
Coke Terne.....6 75 @ 5 50 7 75 @ 9 50
Charcoal Terne.....9 25 @ 9 75 10 25 @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk).....5 1/2 @ — 5 1/2 —
Crude 40@47 gravity (in shipping order).....10 1/2 @ — 10 1/2 —
Refined Standard White (in ship's order).....13 1/2 @ — 13 1/2 —
Refined, S. W. (in jobbing lots).....13 1/2 @ — 14 —
Refined, S. W. (in tin).....13 1/2 @ — 14 —
Naptha, Refined (65@73 gravity).....@ — @ 8 1/2 —
Residuum.....(in shipping order) per gall. — 8 1/2 @ — 9 1/2 —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb. — @ — 33 —
Copper, Bolts.....@ — @ 35 —
Copper, Braziers' (over 16 oz.).....@ — @ 35 —
Copper, Nails.....@ — @ 40 —
Copper, Old Sheathing, &c., mixed lots.....20 — @ 23 —
Copper, American Ingot.....24 1/2 @ — 24 1/2 —
Copper, English Pig.....@ — @ —
Yellow Metal, New Sheathing & bronze.....@ — @ 26 —
Yellow Metal, Bolts.....@ — @ 32 —
Yellow Metal, Nails, Sheathing & Slatting.....@ — @ 26 —

LEAD—Duty: Pig, 2 1/2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.—all less 10 p. ct.
Spanish Ordinary.....(gold) per 100 lb. 6 75 @ 6 87 1/2
German Ordinary.....(gold) 6 75 @ 6 87 1/2
English.....(gold) 6 87 1/2 @ 7 —
Bar.....(gold) — @ 9 25 —
Pipe.....@ 10 50 —
Sheet.....@ 10 50 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16 in. pr. lb. 10 1/2 —
Tatham's improved Tin-Lined Lead Pipe.....10 1/2 —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 60 lb. to the bushel; Anthracite, 75 cts. per ton of 28 bushels 60 lb. to the bushel.

Liverpool Gas Cannel.....@ 14 —
Liverpool House Cannel.....@ 20 —
Anthracite (by cargo).....per ton of 100 lb. 5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

Th. 18. F. 19. Sat. 20. M. 22. Tu. 23. W. 24.

Boston, Hart. & Erie.....	2 1/2	3	3	2 1/2	3 1/2
Union Co.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Central Pacific Co.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Central of N. Jersey.....	100	100 1/2	100 1/2	100 1/2	100 1/2
Chicago & Alton.....	102	100	100 1/2	100 1/2	100 1/2
.. pref.....	102	100	100 1/2	100 1/2	100 1/2
.. 1 M.....	104	100	100 1/2	100 1/2	100 1/2
.. S. F.....	104	100	100 1/2	100 1/2	100 1/2
.. Inc. bds.....	104	100	100 1/2	100 1/2	100 1/2
Chicago, Burl. & Q.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. 8s, 1883.....	110	110	110	110	110
Chic. & Northwestern.....	55 1/2	54	55 1/2	54 1/2	55 1/2
.. pref.....	69 1/2	67 1/2	69 1/2	68 1/2	69 1/2
.. 1st M.....	100	100	99 1/2	99 1/2	100
.. S. F.....	100	100	99 1/2	99 1/2	100
.. Consol.....	88	88	88	88	88
Chic. Rock Isl. & Pac.....	98 1/2	96	98 1/2	98 1/2	98 1/2
Chl. R. I. & Pa. 7s, 1896.....	105	105	105	105	105
Clev., Col., C. and Ind.....	73	73	72 1/2	73	72 1/2
Clev. & Pittsburg guar.....	84 1/2	84 1/2	84	84 1/2	84 1/2
.. 2 M.....	92	92	92	92	92
.. 3 M.....	92	92	92	92	92
.. 4 M.....	92	92	92	92	92
Clev. and Toledo.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. S. F. 7s.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Col., Chic. & Ind. C.....	27 1/2	26 1/2	27 1/2	26 1/2	26 1/2
.. 1 M.....	85	84	84 1/2	85	84 1/2
.. 2 M.....	66	66	66	66	66
Del. & Hudson Canal.....	115	115 1/2	116	115 1/2	116
Del. Lack. & Western.....	102	100 1/2	100 1/2	101 1/2	102 1/2
.. 1 M. 7s.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
.. 2 M. 7s.....	100	100	100	100	100
Erie Railway.....	45	44 1/2	44 1/2	44 1/2	44 1/2
.. pref.....	65	65	65	65	65
.. 1 M. 7s, 1897.....	100	100	100	100	100
.. 2 M. 7s, 1897.....	100	100	100	100	100
.. 3 M. 7s, 1897.....	100	100	100	100	100
.. 4 M. 7s, 1897.....	100	100	100	100	100
.. 5 M. 7s, 1897.....	100	100	100	100	100
.. 7s, con. gold.....	100	100	100	100	100
Great Western 2d mort.....	79	79	79	79	79
Hannibal & St. Joseph.....	26 1/2	26	26 1/2	26	26
.. pref.....	34 1/2	34	34	34	34
.. 8s, conv. 7 1/2.....	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Hudson River.....	101	101	101	101	101
.. 2 M. S. F.....	101	101	101	101	101
.. 3 M. 7s, 1875.....	101	101	101	101	101
Illinois Central.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
.. 7s.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Lake Shore & Mich. S. 7 1/2.....	74 1/2	74 1/2	74 1/2	74 1/2	75
Marietta & Cin. 1st pref.....	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
.. 2d pref.....	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Michigan Central.....	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
.. S. F. 5s, 1882.....	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
M. S. and N. I. 1 M. S. F. 100.....	95	95	95	95	95
.. 2 M.....	95	95	95	95	95
Mariposa Mining Co.....	95	95	95	95	95
.. pref.....	95	95	95	95	95
Milw. and St. Paul.....	39 1/2	39 1/2	39 1/2	39 1/2	40
.. pref.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
.. 1st mort.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
.. 2d mort.....	107	107	108	108	108
.. 3s.....	107	107	108	108	108
.. 7 1/2-10s con.....	93	93	94	94	94
.. 7s, gold.....	84 1/2	84	84 1/2	84 1/2	84 1/2
Missouri 6s.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. H. & St. J. 188.....	89	89	89	89	89
Morris and Essex.....	89	89	89	89	89
.. 1st mort.....	104	104	103	103	104
.. 2d mort.....	100	100	99 1/2	99 1/2	100
N. Y. Cen. & Hud. Riv. 9 1/2.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
.. 6s, S. F. 1875.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. 6s, S. F. 1883.....	91	91	91	91	91
.. 6s, S. F. 1887.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
N. York and Harlem.....	122	121 1/2	121 1/2	119	121 1/2
.. pref.....	122	121 1/2	121 1/2	119	121 1/2
.. 1 M. 7s, 1873.....	122	122	122	122	122
N. York, N. Hav. & Hart. 12 1/2.....	122	122	122 1/2	122 1/2	123
N. Carolina 6s. old.....	25	25	24	24	25
.. new.....	25	25	24	24	25
Ohio and Miss.....	30 1/2	29 1/2	30	29 1/2	29 1/2
.. pref.....	30 1/2	29 1/2	30	29 1/2	29 1/2
.. 1 M.....	30 1/2	29 1/2	30	29 1/2	29 1/2
.. 2d M.....	30 1/2	29 1/2	30	29 1/2	29 1/2
Pacific Mail S. S. Co.....	38 1/2	36 1/2	37 1/2	36 1/2	37 1/2
Panama.....	96 1/2	95	96	100	100
Pitta., Fl. W. & Chi. gld.....	90	89 1/2	89 1/2	90	90
.. 1 M.....	90	89 1/2	89 1/2	90	90
.. 2 M.....	90	89 1/2	89 1/2	90	90
.. 3 M.....	90	89 1/2	89 1/2	90	90
Quicksilver Mining Co.....	10	12	13 1/2	15	15 1/2
St. L., Alton & T. H.....	10 1/2	12	13 1/2	15	15 1/2
.. pref.....	10 1/2	12	13 1/2	15	15 1/2
.. 1 M.....	10 1/2	12	13 1/2	15	15 1/2
.. 2 M. pref.....	10 1/2	12	13 1/2	15	15 1/2
.. Income bds.....	10 1/2	12	13 1/2	15	15 1/2
Tennessee 6s. old.....	81 1/2	81	80 1/2	81	81 1/2
.. new.....	81 1/2	81	80 1/2	81	81 1/2
Tol., Wab. & Western.....	50 1/2	48 1/2	50 1/2	48 1/2	49 1/2
.. pref.....	50 1/2	48 1/2	50 1/2	48 1/2	49 1/2
.. 1 M.....	50 1/2	48 1/2	50 1/2	48 1/2	49 1/2
.. 2 M.....	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
.. Equipment.....	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
.. St. Lou. Div. 87.....	87	86	86	86	85 1/2
Union Pacific.....	30 1/2	29 1/2	30 1/2	29 1/2	30 1/2
.. 1st mort.....	84 1/2	85	84 1/2	84 1/2	84 1/2
.. L. Gt. 7s.....	77 1/2	75	75	75	74 1/2
.. Inc. 10s.....	75 1/2	75	75	71	70 1/2
Virginia 6s. old.....	80	80	80	80	80
.. new.....	80	80	80	80	80
.. consol.....	80	80	80	80	80
.. def. cerk.....	80	80	80	80	80

Th. 18, F. 19, Sat. 20, M. 22 Tu. 23, W. 24

FEDERAL STOCKS:—				
U. S. 5s, 1874, reg.....	110	110	110	110
U. S. 5s, 1874, coup.....	110	110	110	110
U. S. 5s, 10-40s, reg.....	112	110	111	111
U. S. 5s, 10-40s, coup.....	111	110	111	111
U. S. 5s, 1881, reg.....	110	110	110	110
U. S. 5s, 1881, coup.....	113	110	111	111
U. S. 5s, 1881, reg.....	110	115	115	115
U. S. 5s, 1881, coup.....	110	115	115	115
U. S. 6s, 6-20s, reg '62.....	114	112	115	115
U. S. 6s, 6-20s, c. 1862, 116	114	112	115	115
U. S. 6s, 6-20s, reg '64.....	115	114	114	114
U. S. 6s, 6-20s, c. 1864, 116	115	114	114	114
U. S. 6s, 6-20s, reg '65, 116	114	114	114	114
U. S. 6s, 6-20s, c. 1865.....	114	114	114	114
U. S. 6s, 6-20s, r. n. '65.....	114	112	112	112
U. S. 6s, 6-20s, c. n. '65, 116	114	116	116	117
U. S. 6s, 6-20s, reg '67.....	114	112	112	112
U. S. 6s, 6-20s, c. 1867, 110	117	117	117	117
U. S. 6s, 6-20s, reg '68.....	117	117	117	117
U. S. 6s, 6-20s, c. '68.....	117	117	117	117
U. S. 6s, Pac. RR issue, 113	112	112	112	112

W.17. Th.18. F.19. Sat.20. M.22Tu.23

Catawissa preferred	421	421	421	421
Camden and Amboy	..	..	..	..
.. 6s, 1875	..	..	..	..
.. 6s, 1883	..	..	..	..
.. 6s, 1889	..	..	..	..
.. mort. 6s, '89 92	92	92	92	..
Elmira & Williamsport	..	..	..	..
.. pref.	..	..	..	..
.. 7s	97	..	..	..
Lehigh Navigation	36	36½	42	41½
.. 6s, 1884	..	91	90	..
.. Gold L.	87½	88½	90	91
.. R. R. L.	..	90	..	90
.. Conv. L. '77	..	..	..	..
Lehigh Valley R. R.	58½	58½	58½	58½
.. 6s new coup.	..	..	..	..
.. 6s new reg.	..	..	..	95
Little Schuylkill R. R.	47	..	..	..
.. 7s	..	..	..	..
Minehill	51½	..	..	..
Morris Canal	..	..	..	..
.. pref.	..	..	..	..
North Pennsylvania	46½	..	..	..
.. 6s, 1885	..	..	..	..
.. 7s	100	..	101	..
.. 10s, 1887	..	..	..	..
Northern Central	..	..	30	30
Oil Creek & Alleg. Riv.	15	15½	18	19
.. 7s	..	..	61½	..
Pennsylvania R. R.	46	45½	45½	46½
.. 1s M.	..	..	..	101
.. 2d M.	97½	97½	..	97
.. Gen. mort.	..	..	..	90
.. reg.	..	92	..	91
Penn. State 6s. 1st series	..	..	..	..
.. 6s, 2d series	..	107	109	109
.. 6s, 2d series. 110	..	..	..	..
Philadelphia City, 6s.	..	95	95	95
.. new	100½	100½	101	101
Philad., Germ. & Nor.	..	..	..	..
Phila. & Reading	55½	55½	55½	56
Philadelphia and Erie.	18½	20	22	24½
.. 6s	..	..	..	..
.. 7s	88½	..	..	90
Phila., Wilm. & Balt.	..	..	..	..
Schuylkill Navigation	..	..	..	..
.. pref.	12½	12½	12½	..
.. 6s, 1882	..	..	..	71
.. 6s, 1876	..	..	..	..
.. 6s, 1872	..	..	..	..
United Co. of N. Jersey. 11s	..	..	..	..
Hestonville, (Horse).	19½	20	20½	22½
Chestnut & Wal.	..	55½	..	..
Green & Coates	..	..	..	..
2d and 3d streets	..	50	..	..
Spruce and Pine	..	29	..	..
13th and 15th sts.	..	21½	..	..

W.17. Th.18. F.19 Sat.20. M.22.Tu.23

Baltimore City 6s, 1875.	96	96	96	96
.. 1886	..	..	..	..
.. 1890	96	96	96	96
.. 1884	..	..	..	..
.. 1900	..	..	..	..
Balt and Ohio	157	158	158	158
.. bonds, 1875	..	..	..	..
.. 1880	..	..	..	..
.. 1885	..	..	..	..
Marietta & Cin. 1st M	102	101	102	102
.. 2d M	88	88	88	88
.. 3d M, 8s	81	81	81	81
Northern Central	84	84	84	84
.. bonds, 1885	..	..	..	..
.. 1900	..	..	..	..
Pittsb. & Connells. 7s, 91	91	91	91	91
N. W. Va. 1st mort.	..	..	..	..
.. 2d mort.	..	..	..	..
.. 3d mort.	..	..	..	..
Virginia 6s, Connol.	50	50	50	50
.. Defer. Certif.	10	10	10	10
City Passenger R. R.	..	..	..	..

Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Boston and Albany	136	136	136
Boston and Lowell.....	102		
Boston and Maine.....	107	107	107
Boston and Providence....	148		
Boston, Hartford & Erie..			
" " " " " " "	27½	27½	28½
Chester, pref.....			
Chi., Burl. & Quincy.....			96½
Concord.....			
Connecticut River.....			
Eastern.....	89	88½	88½
Fitchburg.....			125
Manchester & Lawrence....			125
Michigan Central.....	75	75	75½
Northern, N. H.....			75
Ogdens. & Lake Champ....			
" " " " " " "		95	
Old Colony.....	113½	110¾	
Ph., Wtl. & Baltimore.....	53		52½
Portl'd, Saco & Ports.....			127½
Union Pacific.....			
" " " " " " "			81½
" Land Grant 7s 75			73
Income 10s... 70			69½
Vermont & Canada.....	45		
Vermont & Mass.....			
South Boston (Horse).....			
Cambridge.....	100	100	
Metropolitan	49½		
Middlesex			
Central Mining Co.....			
Copper Falls	22½		22½
Franklin		3½	
National			
Quincy	39		38½

—Closing Prices.—

	Dec. 5.	Nov. 28.
Atlantic & Gt. W. 1st mort., 1,000.....	70 - 72	70 - 72
Do. 2d mort., 1,000.....	53 - 55	56 - 59
Do. Con. mort. B'nds Bisch's Cert.....	254 - 204	25 - 26
Do. Reorg. Scrip.....	95 - 100	95 - 100
Do. Leas. Lines, Rental Bonds.....	88 - 90	87 - 89
Detroit & Milwaukee 1st mort. Bonds.....	65 - 70	65 - 70
Do. 2d do.....	65 - 70	65 - 70
Erie shares 100 dol. all paid.....	38 - 38 1/2	37 1/2 - 37 1/2
Do. 6 per cent Convertible Bonds.....	94 - 96	92 - 94
Cons. Mort. amount auth'd to be issued for conv. of existing bonds.....	— —	— —
Illinois Central 100 shares all paid.....	82 - 84	82 - 84
Do. Redemption mort. bonds 6 p.c.....	99 - 101	99 - 101
Illinois & St. Louis Bridge 1st mort.....	97 - 99	97 - 98
Marietta and Cincinnati Rail. Bonds.....	82 - 86	83 - 86
Michigan Central 8s 1882, conv.....	80 - 80	80 - 80
Panama 2d mort.....	68 1/2 - 69 1/2	73 - 75
Panama General mort.....	96 - 98	96 - 98
Pennsylvania, 2d mort.....	97 - 99	97 - 98
Do. General mort.....	97 1/2 - 98 1/2	97 - 98
Do. \$50 shares.....	37 1/2 - 38	38 - 39
Philadelphia and Erie 1st mort.....	96 - 98	96 - 98
Do. with option to be paid in Phila.....	97 - 98	97 - 98

Saturday, December 27, 1873.

There has been more activity in the Money line since our last. The speculative demand has been more urgent. The inquiry from mercantile sources has also been comparatively brisk. Rates have been quoted firmer, with 7 per cent currency to gold as the ruling price on call; and 8@12 per cent per annum as the governing range on the best grades of commercial paper. Toward the close the offerings of funds were on a more liberal scale, and the tendency of rates was in favor of borrowers. The City banks were gaining strength gradually, increasing their average of gold last week to \$22,651,100, as against \$22,481,200 the preceding week; and their greenback average to \$44,567,700, as against \$41,579,100, on the previous return. Their deposits stood at 194½ millions, giving an increase of over four millions. The loan item was 257½ millions, against 254½ millions on the former exhibit. The circulation was 27½ millions, against 27½ millions the week before.

The cash balances in the Treasury Department, at Washington, on Tuesday were as follows: Currency, \$948,647; special deposits of legal

The U. S. Sub-Treasury, last week, enlarged its currency balance \$3,993,310, and its coin reserve \$804,328. Its currency balance at the close of the week was \$23,072,699; and its coin reserve \$51,156,028.

The Gold speculation has shown more animation since our last. The operators for lower figures have had the advantage, and the price has been depressed materially. The demand from all sources has been much less confident. The extremes of the price have been 110@111%, closing at 110½ as against 111½ on Wednesday of the preceding week. The specie outflow, last week, was \$415,941. The imports of specie at this port last week were \$118,068; and since Jan. 1, have been \$18,688,756 as against \$5,518,870 same time last year.

The customs demand for Gold last week averaged \$264,885 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$117,950,955, against \$142,107,813 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$63,001,175, against \$74,013,194 during the same time in 1872. The export drain of specie since January 1, 1873, has been \$47,859,004 against \$69,928,713 during the same portion of 1872.

Foreign Exchange has been in much less request, and quoted lower in price, closing tamely. Bankers' sixty day bills on London closed on Wednesday at 108@108¼; sight bills on London, at 109½@109¾. The week's exports of Domestic Produce have been to the currency value of about 5½ millions.

Government securities have been quoted lower, influenced, mainly, by the decline in Gold. At the modified prices, the demand, has been quite active, chiefly on investment account, the market closing steadily.

U. S. sizes of 1881 closed on Wednesday of this week at $119\frac{1}{4}@120$; U. S. Five-Twenties of 1862, $118@118\frac{1}{2}$; U. S. Five-Twenties of 1864 at $114\frac{1}{2}@116$; U. S. Five-Twenties of 1865 $114\frac{1}{2}@115\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated $117@117\frac{1}{2}$; U. S. Five-Twenties of 1867, $117\frac{1}{2}@118\frac{1}{8}$; U. S. Five-Twenties of 1868, $117\frac{1}{2}@117\frac{3}{4}$; U. S. Ten-forties at $111@111\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) $111@111\frac{1}{2}$; Six per cent. currency Sixes from $112\frac{1}{2}@112\frac{3}{4}$.

A less active movement has been noted in Railway and Miscellaneous securities, and prices have been depressed and lower, closing weak.

State and Railway bonds have been more sought after, and quoted firmer. Central Pacific first mortgage six per cents closed firmly at 95½, @96½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,008,951, as compared with \$6,912,075 same week last year. The exports of domestic produce are \$5,548,847, as against \$4,734,886 last year. The exports of Gold and Silver, \$415,941, as against \$488,293 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to

\$1,589,810, comparing with \$1,475,000 same week last November.

The outstanding amount of U. S. legal tender notes on Wednesday was 376 millions.

General business has been moderately active. Breadstuffs, Cotton and Provisions, have been in fair demand, but at variable prices, closing in favor of sellers. Wool has been in fair demand and held with firmness. Hemp, Tobacco, Seed and Hops, in less request. Hides, Leather, and Skins have been more inquired for and held rather higher. Groceries have been quoted dearer, especially Teas, Coffee, and Molasses, on a livelier trade. Metals have been attracting more attention, and have been quoted rather stronger, as to values. Among the more important transactions were sales of 3,000 tons American Iron Rails, Naval Stores, and Petroleum, quiet, closing less firmly. The dry goods trade has been more satisfactory in the line of domestic fabrics, holders of which have been more confident in their views as to values. At the Live Stock market, there has been more activity on a comparatively steady basis as to prices. The Ocean freight market has been somewhat brisker, with rates favoring shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 81; Atlantic and Pacific pref., 13; Besselaer and Saratoga R. R., 99; New Jersey Southern R. R. 6½; St. Louis and Iron Mt. R. R., 50; do., 1st mort., 94; do. 2d mort., 74½; Rome, Watertown and Ogdensburg R. R. 76; Louisville and Nashville R. R., 51; Pacific R. R. of Mo., 28; North Missouri 1st mort., 84; Kansas Pacific 7s, 65; Long Dock bonds, 93; Clev., Fairview and Ash. 7s, new, 90; do. old, 99½; Chicago and Northwestern consol. gold bonds, 79½; Ohio and Miss. consol., S. F., 90½; Milwaukee and St. Paul 1st mort. LaC. div., 91; Central of New Jersey 1st mort., 104½; do. 2d mort., 100; Toledo, Peoria and Warsaw 1st mort. W.D., 70; do. E. D. 69; Canada Southern 1st mort., 69½; Boston, Hartford and Erie 1st mort., 27½; Pacific R. R. 7s, guar. by Mo., 99; Lake Shore div. bonds, 91; Delaware and Hudson Canal reg. 7s, 1891, 102; Albany and Susq. 1st mort., 103½; Michigan Central 7s, 92; Toledo, Wabash and Western 7s, consol., 75; Clev., Col., Cin. and Ind. 1s, mort., 99½; Lake Shore and Michigan Southern consol. coupon 90; Del., Lack. and Western 7s, conv., 96; Western Union Telegraph, 72½; do. 7s, 91½; Am. Exp., 55; Wells Fargo Exp., 72½; Consol. Coal of Md., 49½; South Carolina 6s, new, Jan. and July, 11½; N. Y. State 7s, B. L. reg., 108.

Philadelphia.—Lehigh Valley 7s, 104; Pittsburg, Cincinnati and St. Louis 7s, 70; Allegheny Valley 7 & 10s, 90; Huntington and Broad Top Mt. pref., 14; do. 7s, consol., 58; do. 2d mort., 90; Camden and Atlantic 2d mort., 91½; Harrisburg and Lancaster 6s, 94; Belvidere, Delaware 3d mort., 57; Northern Pacific 7-80s, 30; Philadelphia and Reading 6s, 1844-80, 97; do. Gen'l mort., 7s, coupon, 97; do. reg., 101½; Pennsylvania Canal 6s, 65; West Jersey 7s, 101; Texas Pacific L. G. 7s, 15; Susq. Canal 6s, 71; Chesapeake and Delaware Canal 6s, 88; Pennsylvania div. scrip., 92½; Catawissa R. R., 17½; do. new

pref., 35; Germantown Passenger R. R., 85. The latest quotations are: City 6s, 95@95½; do. free of tax, 100½@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 106½@107; do. 3d series, 109@110; Philadelphia and Reading 5½@56; do. Gen'l mort. 7s, coup., 97@97½; do. reg., 101½@101½; do. mort. 6s, 1880, 97@98; do. 7s, new, conv., 101@102; United New Jersey R. R. and Canal Co., 116@118; Camden and Amboy mort. 6s, 1889, 92@92; do. 1883, 86@91; do. 1889, 88@87; Pennsylvania R. R., 46½@46½; do. div scrip., 92½@92½; do. 1st mort., 100½@101; do. 2d mort., 97@97½; do. General mort. coupon, 90@91; do. reg., 92@92; Little Schuylkill R. R., 46½@47½; Morris Canal, 45@45½; do. pref., 120@122; do. 6s, 80@—; Susquehanna Canal, 5@8; do. 6s, 69@75; Schuylkill Nav., 6@7; do. pref., 12½@12½; do. 6s, 1882, 70@71; do. 1872, 77½@81; Elmira and Williamsport pref., 86@40; do. 7s, 1873, 96@97; do. 5s, 50@60; Lehigh Coal and Navigation, 42@42½; do. 6s, 1884, 89@91; do. R. R. Loan, 89½@90½; do. Gold Loan, 90¼@90¾; North Pennsylvania, 46@48; do. 6s, 99@—; do., 7s, 100@100; do. Chattle 10s, 105@106; Philadelphia and Erie, 24@24½; do. 6s, 87@90; Minehill, 50@51½; Catawissa, 16½@17½; do. pref., 42@42½; do. 7s, 1900, 47@99½; Lehigh Valley, 57½@57½; do. 6s, new coupon, 94@95; do. reg., 95@95½; do. 7s, 103½@104; Fifth and Sixth streets, (horse), 52@55 Second and Third, 58@59; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 28@29; Green and Coates 43@—; Chestnut and Walnut, 56@—; Hestonville, 22½@23; Germantown, 34½@35.

Boston.—Atchison, Topeka and Santa Fe 1st mort., 51; Burlington and Missouri River R. R. in Iowa, 92; do. 8s, in Nebraska, 92; Vermont Central 1st mort., 20; Eastern R. R. 7s, 1882, 94½; do. 1887, 98; Old Colony 6s, 1876, 97; Boston and Maine 7s, 1892, 101; South Shore R. R. 6s, 1880, 93; Framingham and Lowell 7s, 89½; Rutland pref., 45; do. scrip. No. 4, 80; Burlington and Missouri R. R., Creston Branch, 90; Cincinnati, Sandusky and Cleveland R. R., 9½; do. 7s, 1890, 71½; Summit Branch, 35; Chicago, Iowa and Nebraska R. R., 85½; Connecticut and Passumpsic Rivers R. R. pref., 79½; Norwich and Worcester R. R., 127½; Worcester and Nashua R. R., 128; Boston Water Power Co., 11½; Cary Imp., 7½; Rhode Island 6s, 97½; Boston 6s, 1880, currency, 97½; do. 1874, 98½; Roxbury 5s, 1878, 92½; Salem 6s, 1891, 92; St. Louis 6s, 85; Allouez Mining Co., 1½; Calumet and Hecla, 186½; International, 20c.; Petherick, 1½; Pewabic, 7.

Baltimore.—Orange, Alex. and Manassas 7s, 80; Wilmington, Columbia and Augusta bonds, 72; Northern Central 6s, 1900, gold, 92; Orange and Alexandria 3d mort., 8s, 80; Northern Pacific 7-80s, 30; Central Ohio R. R., 38½; do. 1st mort., 86½; Virginia consols, coupons, 82½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connelleville 7s, 1898, 91½@94; Baltimore and Ohio, 158½@158½; do. 6s, 1875, 96½@100; do. 1880, 96@—; do. 1886, 95@95; Parkersburg Branch, 9@11; Northern Central, 28@30; do. 6s, 1885, 88@90; do. 1900, 84@90; do. 6s, 1900 gold, 91½@92; N. W. Va. 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@—; do. 2d mort., 7s, 87½@88½; do. 3d mort., 6s, 80½@81½; Central

Ohio, 35@—; do. pref., 30@40; do. 1st mort., 86½@87½; Western Md. 1st mort. 6s, 1890, 80@86; do. 1st mort. guar., 94@95; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 94@96½; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 80@85; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, 80@92; do. 2d mort. 6s, 78@82½; do. 3d mort. 8s, 75@80; do. 4th mort. 8s, 75@78; Orange, Alex. and Manassas 7s, 80@82; Virginia and Tennessee 1st mort. 6s, 95@—; do. 2d mort. 6s, 71½@75; do. 8s, 82@85; Baltimore 6s, 1875, 96@96; do. 1884, 94@95; do. 1886, 96½@98; do. 1890, 96½@96½; do. 1893, 95@97; do. 1893, exempt, 100@100; do. 1900, exempt, 100@—; do. 1900, new, 95½@96; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 102½@104; Virginia 6s, old, 80@85; do. coupon old, 32@33; do. consol. 6s, 50@50½; do. coupons, 82@82½; West Virginia, 10@10½; City Passenger R. R., 18@19½; George's Creek Coal, 124½@125.

Heating and Lighting Railroad Cars.

Throughout our entire Railroad system there can be found no features of more importance to the safety and comfort of passengers than those by which the cars are both lighted and warmed. It is but a few days ago that a terrific disaster was barely averted in a crowded train on one of our main lines, through the careless use of common matches, by one of the employees. The use of matches for lighting, and of stove fires for heating purposes, can and ought to be totally abolished on every passenger train in the country. Human nature instinctively recoils with a deeper shudder at the idea of death by burning than from any other method. Yet there is still in the minds of us all, too fresh a recollection of more than one horrible holocaust, by fire, upon our railroads. We are quite certain that those who control our roads are alive to the importance of this subject; for it is certainly moderate to say that during the last six months we have received fully one hundred inquiries from railroad officials for the safest and most efficient means of either lighting or heating their passenger cars.

We have recently acquired information on both these points of great importance to railroad interests, no less than to the travelling public, which we intend to lay before them in an early future number of the Journal.

A dispatch from Portland, Oregon, states that the Pacific division, 115 miles in length, of the Northern Pacific Railroad was finished on the 17th inst. This completes the rail connection between the Columbia river and Tacoma, the Puget Sound terminus. With the exception of the eastern section of the road, there is none other likely to be so soon remunerative as this division. The country through which it runs is of unequalled natural wealth, and there is being built up on the Columbia river and the shores of Puget Sound a large population, who must soon furnish employment for the road.

At the annual meeting of the Warwick Valley Railroad Company, held on the 20th inst., Grinnell Burt was re-elected president. The annual statement fixed the receipts for last year at \$50,000, and the expenditures \$33,395. A semi-annual dividend of 3 1-20 per cent was declared.

MESSRS. FISK & HATCH. THEIR RESUMPTION OF BUSINESS.

We recently had the very great satisfaction of making the announcement that Messrs. FISK & HATCH, Bankers, had so nearly adjusted their affairs on a most equitable and honorable basis that their resumption might be looked for at an early day. We are now enabled to say that this eminently respectable and deserving firm, which had been temporarily embarrassed by the financial panic of September, having completed arrangements, has formally resumed business, with a record unstained by a single discreditable act or utterance; with resources well conserved and equal to the bright prospect which now opens before it, and with the very best wishes of all to whom the very popular members of the firm are known—whether in business or social relations. The final announcement of the resumption of business by this great house was made on Christmas-eve, and was greeted with much enthusiasm in financial circles, as most gratifying news for these ever most welcome holiday times.

The bondholders of the Chicago and Michigan Lake Shore Railroad met in Boston on the 20th inst., to consult upon measures for relieving the company from its present financial embarrassments, and appointed a committee to investigate the matter and report at a future date. A plan suggested is to convert into preferred stock four coupons, maturing between July 1, 1878, and May 1, 1875, on all the debt except \$477,000 of first mortgage bonds on the line from New Buffalo to St. Joseph. This would leave two years' interest on \$6,198,000 of 8 per cent bonds, floating debt \$560,000, and for additional rolling stock, &c., for increased business \$250,000—a total of \$1,800,000 of 8 per cent preferred stock. It is thought that under this plan the road would, after two years' time, be able to pay the interest on its bonds from the net earnings.

The treasurer of the Northern Pacific Railroad Company gives notice that the company will fund into five-year seven per cent coupon bonds, convertible into first mortgage bonds at par, and exchangeable for the lands of the company at twenty-five per cent off, all interest on its bonds up to and including January 1, 1875.

The Albany Argus, of 19th inst., says that the principal iron manufactories at Troy have resumed business. At Burden's works the puddling furnaces, sixteen in number, were lighted on Tuesday, and all the horse-shoe machines. Corning's puddling and rolling mills are running 500 hands. Griswold's iron and bessemer works are running as usual.

At the meeting of the stockholders of the Chesapeake and Ohio Railroad, in Richmond, Va., Thursday, the earnings were shown to be \$1,210,508 92. Expenses \$879,700 01.

The Illinois Central Railroad Company has declared a dividend of four per cent, payable February 2, 1874, to holders of full paid shares registered on the 15th day of January next.

The Illinois Central Railroad Company advertise to pay the half-yearly interest on their 6 per cent certificates on the 2d of January 1874.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.
L. V. F. RANDOLPH,
Assistant Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD
COMPANY, No. 31 NASSAU ST.,
NEW YORK, Dec. 10, 1873.

INTEREST FOR SIX MONTHS TO 1ST JAN- uary next, on the Seven per Cent. Certificates of this Company will be paid at this office on the 2d proximo. The transfer-books for said certificates to be closed after the 15th inst. and until the 5th proximo.
L. V. F. RANDOLPH, Assistant Treasurer.

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They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Hannibal and Youngstown, Ripley R. R. of Miss., Ut. and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.
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The American Wool Carbollizing Co.

Is organized for the purpose of creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experiences has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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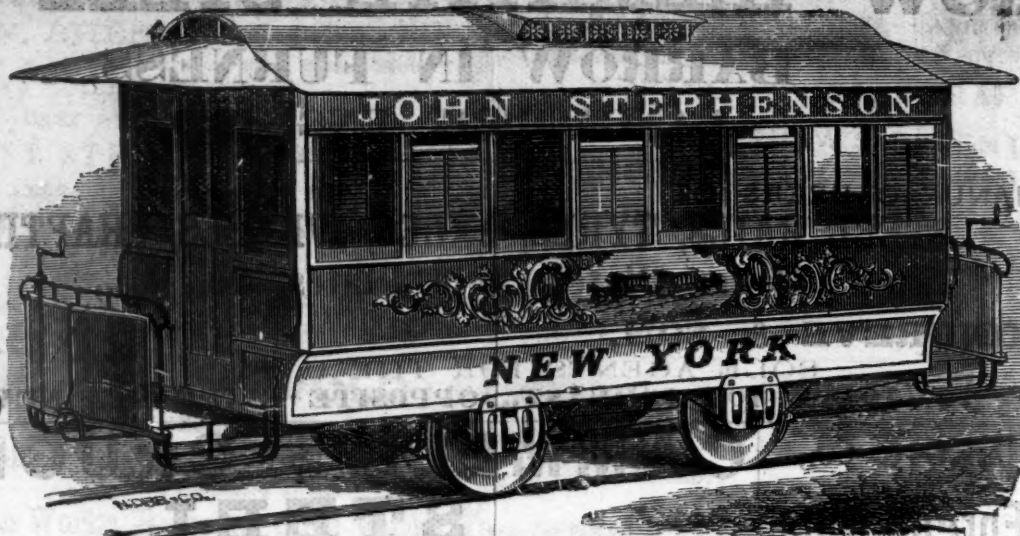
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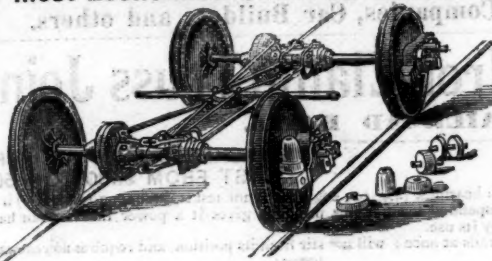
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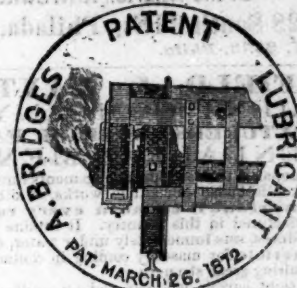
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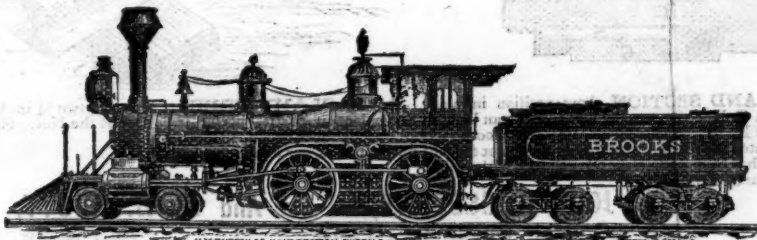
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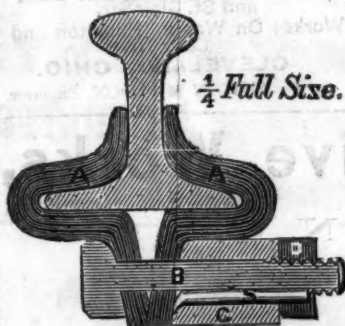
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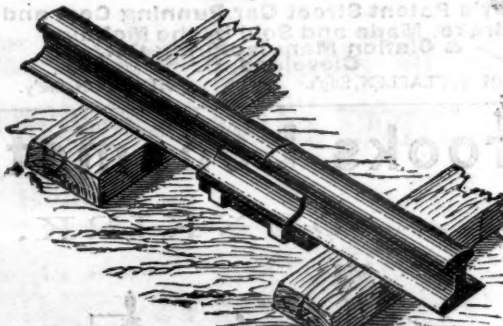
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